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RAILROAD RECORD,

OR,

Journal of Commerce, Banking, Manufactures and Statistics.

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THE

Railroad Record,

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At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

PROSPECTUS.

The title of this paper expresses its plan and purpose. The VALLEY OF THE MISSISSIPPI is, at this time, engaged in works of gigantic magnitude, involving immense interests. Its Commerce has increased at a rate heretofore unknown in history. Its Navigation embraces thousands of vessels of various kinds. Its financial engagements extend over the globe; and its cities are rising to a population and wealth, commensurate with such a country and such a Commerce. The object of the RECORD is, simply to promulgate the authentic Statistics and reliable condition of Railways, Banks, Manufactures, and Commerce; and thus of course, to aid the interests of that great body of the public engaged in them. One part of the design—not unimportant—is to give the prices and sales of Stocks, Bonds, or other property, connected with these Interests. The RECORD will be impartial and independent; endeavoring to deserve the confidence of its supporters.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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THE VALLEY OF THE MISSISSIPPI.

America claims the two largest valleys of the earth—and North America by far the richest and the best. Capable of sustaining three hundred millions of people, without pressing against the limits of subsistence, it is also capable of supplying every want of body or mind, without going beyond its own limits. Passing from tropical to anti-tropical climates, in the vale of the same stream, it affords all that originates and sustains commerce. In a circle of navigation, which even oceans cannot parallel, the vessel of commerce finds on its wide coasts, every production of the earth which can minister to the wants, or increase the comforts of mankind.

Such a portion of the earth, even if a wilderness known only to geographers, would be one of exceeding interest. Chateaubriand found it so, as he wandered amidst its mighty forests, and imagined the romance of Attala. The Jesuit Missionaries found it so, as this wide and wonderful field of religious enterprize opened to their view; and the wild hunter, as he pursued the bison, stopped to gaze in wrapt amazement upon its magnificent scenery.

But grand as are its natural features, they become invested with a tenfold interest, when looked upon as inclosing the residence, commerce, and civilization of multitudes of human beings! For years, the presses of the Atlantic and of Europe, have been filled with testimonies of the "Great Valley," and of some embryo empire embosomed in its midst. Of late, millions of emigrant people have followed these voices, and the shores of the Mississippi, the Ohio, and the Missouri, begin to be here and there dotted with towns, and now and then the mighty woods have been replaced with arable fields. Even yet, however, it is comparatively little occupied by man. Tens of thousands of square miles lie under the shade of the deepest forests, or overspread with the shallow swamps, which will disappear with sun light and culture. The process of agricultural and civil development has, however, begun; and as it goes on, the world abroad looks on with increased surprise. It will go on, and hence there is a greater need of accurate and precise information upon all its movements. It is for this purpose, mainly, and especially in regard to what concerns locomotion, that we have undertaken the labor of this publication: and first, let us daguerreotype the outline features of what others call the Great Valley.

1. ITS SURFACE.—Taken in a general, wholesale outline, the Mississippi Valley is about 2,000 miles east and west; 1,500 miles north and south. It has, therefore, a surface of about THREE MILLIONS OF SQUARE MILES. Compared with the Atlantic slope of the United States, (which was a short time since the whole of the inhabited portion,) its surface is *ten to one*. Compared with the Pacific slope, (comprehending California, Oregon, Utah, and a large part of New Mexico,) it is a little more than *three to one*. Compared with all the United States, it is about *two-thirds*—rather more.

The relative surface of the three great geographical parts of the United States, are as follows:

Atlantic slope	350,000 square miles.
Pacific slope	860,000 " "
Valley of the Mississippi	3,000,000 " "

2. ITS POSITION.—The States in the Valley of the Mississippi, have long been called "West;" but, it is plain, that in California and Oregon they will be called "East." In fact the Valley is entirely central. It occupies the very heart of the North American Continent; and near the mouth of the Ohio is the centre of the *arable*, cultivatable lands, and the temperate clime. Interlocking in the north with the great inland lakes, and the rivers which turn their currents to the Frozen Ocean, the Mississippi disembogues itself at the south, into the Gulf of Mexico, the great funnel of North America. The Valley is, therefore, central in all respects, and attracting toward itself all external commerce.

3. ITS AXES.—The Valley has two geographical axes, upon which its great navigable and locomotive movements do and must turn. These axes are, first: The Mississippi river—which is an almost north and south line—constitutes the longitudinal axis of 1,500 miles straight line. Secondly: The Valleys of the Ohio, Missouri, and Platte rivers, which, taken together, make an east and west transverse axis, longer than the former. Pittsburgh on the Ohio, and Fort Laramie on the Platte, are not far from the same latitude. The mouth of the Ohio deflects a little to the south, in consequence of the descending plane of the river; but, as a whole, these streams constitute one great axis, and indicate the current

of East and West commerce in the Valley.

4. Its Navigable Coast.—Several estimates have been made of the navigable coasts of the West. It is sufficient to say, that there are more than TWENTY THOUSAND MILES of navigable coast on the rivers of the Valley. A steam vessel might depart from the Upper Ohio, and after pursuing a voyage, in length nearly the circumference of the earth, return laden with the fruits of tropical and temperate climes, gathered on the spot where they grew!

5. Its Population.—Though the inhabitants are not strictly a part of the original, natural elements of the country, yet, they must now be noticed, as a part of its visible features. The present population of the Valley is, in round numbers, EIGHT MILLIONS, or just about one-third the population of the United States. Its relative progress, in numbers, may be thus stated:

In 1790	100,000
In 1810	1,000,000
In 1830	3,000,000
In 1850	7,500,000

The population of the Valley is now about *one-fortieth part* of what it is destined to be in a century, and not more than a *fourth* of what it will be in twenty years; supposing the course of Providence to be, what we know it to have been in the past.

Such are the features of the Great Valley, at the time when we commence this RECORD; and our humble object is, simply, to record some of the elements, in that movement, physical and social, by which it is advancing towards its ultimate destiny.

To Travelers.—We call attention to the advertisement in another column, of the Cincinnati, Hamilton and Dayton Railroad. The following, from the Cincinnati Enquirer, shows the advantages of this route to those going to New York or Boston:

One of the Pleasant Routes.—One of our neighbors just returned from a trip to the East, dropped in upon us yesterday, and gave his traveling experience while gone. He often goes East, and has, for the past few years, tried the various routes, so that he claims to be conversant with them all.

He says the traveler can leave Cincinnati at 4 P. M., stay over night at Dayton, leave Dayton at 5 the next morning, arrive at Bellevue at 12 M., and there connect with the Norwalk and Toledo Road, and reach Cleveland at half-past 4 P. M. of the same day. The fare, by that route, to Cleveland, is a trifle cheaper, and he thinks it preferable, on account of getting a night's rest, and having, also, the opportunity of spending two or three hours at Cleveland, after which, you take the 8 o'clock train for New York, and accomplish the distance in the same time, and at the same price, as by any other route. On returning by that route, there is no stop at Dayton, because the cars arrive in our city at 11 o'clock in the evening, which is early enough for the citizen to seek his residence, or the stranger his hotel.

Railroads.

REVIEW OF ANNUAL RAILROAD REPORTS.

During the winter past, most of the Western Railroad Companies have made their Annual Reports, exhibiting the condition of their works, the cost of construction, the receipts and expenses, with other statistical facts, from which we may gather the elements of Railroad Progress. We shall give a brief summary of these facts, (by way of review,) so far as we have received Reports.

1. Ohio.

The Little Miami Railroad is the oldest work of this kind *completed* in the State. From the Report made in December last, we gather the following particulars:

Length of road	84 miles.
Cost of construction	$2,651,722
Cost per mile	31,633
Gross receipts in 1852	526,746 35
Current expenses	212,076 11
Net Earnings	314,670 24
Receipts from passengers	270,136 92
Per centage of net earnings on the cost of construction	$11 85 per cent.
Number of passengers carried	212,687
Number of passengers carried per mile	2,530

The following shows the increase of passengers on the road during the last four years:

In the year 1849	100,970	
" " " 1850	144,486	Increase 44 per cent.
" " " 1851	174,089	" 21 " "
" " " 1852	212,068	" 22 " "

The Cincinnati, Cleveland and Columbus Railroad:

Length	135 miles.
Cost of construction	$3,426,397
Cost per mile	26,121
Gross receipts in 1852	777,793
Current expenses	294,339
Net earnings	443,013
Per centage of net earnings on the cost of construction	13 per cent.
Number of passengers carried	217,369
Number of passengers carried per mile	1,610

Ohio and Pennsylvania Railroad:

Length in operation	112 miles to Massillon.
Cost of construction	$4,200,700
Gross receipts	315,118
Expenditures	142,133
Net earnings	172,985
Number of passengers	236,038

This road, being at the time of the Report, in an unfinished state, no definite comparison can be made between the cost of construction and the net receipts.

Cincinnati, Hamilton and Dayton Railroad.—On the 31st of January, when a dividend was declared, the general condition of this work was as follows:

Length	60 miles.
Cost of construction	$2,145,595
Cost per mile	35,760
Gross receipts	191,446
Running expenses	68,795
Net receipts	122,651
Per centage of net earnings on the cost of construction	6 per cent.
Number of passengers carried	140,474
Number of passengers carried per mile	2,341

Greenville and Miami Railroad:

Length in operation	33 miles.
Cost of construction	$462,448 26
Gross receipts (6 months,)	37,062
Expenses	14,241
Net earnings	22,821
Number of passengers	

This road has been in operation only since the 10th of June, 1852.

2. In Indiana.

Terre Haute and Indianapolis Railroad:

Length of road	70 miles.
Cost of construction	$1,324,998 76
Cost per mile	18,928 53
Gross receipts (11 months,)	105,943 87
Running expenses	34,497 82
Net earnings	71,446 05
Per centage of net earnings on the cost of construction	5½ per cent.
Pro rata for a year	6 " "
Number of passengers carried, viz:	
Way	39,888
Through	17,501
	57,389
Number per mile	819

3. In New York.

New York and Erie Railroad.—This great work is of national interest, and as it presents the features of American Railroads, on a larger scale than any other, it will be instructive to analize its elements. The Report of last year, dated September 30th, 1852, gives these results:

Length of road	446 miles.
Double track	80 "
Cost of construction	$27,551,205
Cost per mile	61,550
Gross receipts	3,537,766
Expenses of transportation	1,691,623
Net earnings	1,846,143
Per centage of net earnings on the cost of construction	6½ per cent.
Average speed of passenger cars, 21 miles per hour.	
Average speed of freight trains, 10 miles per hour.	
Whole number of passengers	864,330
Number per mile	1,915

Dayton, Xenia and Belpre Railroad.—We notice that this work is to be put under contract in a few days. It will connect Dayton and Xenia with a point on the Cincinnati and Marietta Railroad, near Greenfield. From Dayton to Xenia is 15 miles, and from Xenia to Greenfield 45 miles; making 60 miles in all. In one respect, this will be a highly important and profitable work. It will be the carrier of all the coal which is to supply Northwestern Ohio, and Northeastern Indiana; and that will ultimately be an immense quantity. The coal will be carried from the Vinton mines to Greenfield on the Cincinnati and Marietta Railroad, and thence to Dayton, where it will be distributed to the surrounding country.

Rising Sun and Aurora Railroad.—We notice that stock has been subscribed, and efforts are making to construct a Railway, as a branch of the Ohio and Mississippi Railroad from Aurora to Rising Sun, (Indiana.) Rising Sun is a flourishing town on the Ohio river, about eight miles below Aurora, which is a point on the Ohio and Mississippi Railroad.

COVINGTON AND LEXINGTON RAILWAY.

Great interest is felt in this work, by the citizens of Cincinnati and northern Kentucky. It not only passes through an important section of country, but it connects the principal city of the West with the entire Southern country. For these reasons we have inquired of M. M. Benton, Esq., President of the Company, in regard to the principal features of its construction and progress.

The following elements may be relied on as correct.

Length of the road, (Covington to Lexington)	96 miles.
Estimated cost (including depots and equipments,)	$3,156,228
Hightest grade from Covington to Paris,	20 feet.
Hightest grade from Paris to Lexington,	30 feet.

But the road is generally entirely level. Three tunnels are on the route, one of 700 feet; one of 2,200 feet, and one of 500 feet.

Stock subscribed	$1,470,150
Counties authorized to subscribe additional	300,000

The line from Cincinnati to Falmouth, (on the Licking,) is expected to be in operation next summer, and the whole work finished within a year.

It will be observed, from the above elements, that this will be a work of remarkably easy grade. The express train may run from Cincinnati to Lexington in *three hours*, with ease and safety.

The CONNECTIONS of this road are of vast importance. From Lexington to Danville is 35 miles, and that line is in course of construction. Surveys for location and letting are now being made from Danville to the Tennessee line, 85 miles farther. From that point it will be extended by the Southwestern Rail Road Company to McMinnville, (Tenn.) where it will connect with *all* the rail roads terminating on the Gulf of Mexico, or the Southern Atlantic. To Cincinnati and the whole upper valley of the Ohio, this work is one of the greatest interest; and we are pleased to know it will be completed at an early day.

OHIO FALLS MARINE RAILWAY.

We find in the *New York Tribune*, the following account of a new and very interesting scheme for passing vessels round the Falls of Ohio:

Truly may it be said that we live in an age of progress. No sooner have we recorded the accomplishment of one great undertaking, than we are called upon to announce the beginning or projection of another.

A Company has been organized with a perpetual charter, under the Railroad Law of Indiana, with the above caption, for the purpose of constructing a road and docks to pass the largest boat and cargo (without breaking bulk) around the Falls of the Ohio, in the very short time of from thirty to fifty minutes.

Lest some of our readers should regard the project as chimerical, we have but to say to such, that the project has been submitted to several eminent engineers, who concur in opinion that it is perfectly practicable, and preferable to a canal, on account of its cheapness of construction, and the facilities it will afford for ship-building and dockage.

So numerous are the advantages it possesses over a canal, that it would be preferable, even should the cost exceed the estimate. I tis, however, thought that $600,000 will be ample, while a canal could not be constructed at this point to answer any useful purpose, for less than $1,500,000. The details, with drawings explanatory of the work, are in course of preparation, and when ready, will be open for inspection, for the information of the public.

If a secure *chair*, or supporter, for a vessel on a railway can be found, we have no doubt this plan is entirely practicable. If it be practicable, it will have two or three decided advantages over a canal. In the first place, a vessel can be passed much more rapidly. In the next place, it will suffer less damage than the vessels now do from friction against the walls of the canal, or the occasional collisions with other vessels; besides this, it will probably be cheaper.

This scheme is a new idea, but it should be tested.

EEL RIVER VALLEY RAILROAD.—We see a project to construct a Railroad through the valley of Eel river. It is to pass from Auburn, De Kalb Co., to Logansport, on the Wabash, thence to Lafayette. On the East it is to be connected with Toledo by an Air Line. Cass Co. proposes to take stock enough to prepare the road, through that county, for the iron. Between Logansport and Auburn, $70,000 stock is subscribed. The Northern Indiana Company propose to furnish the iron.

PENNSYLVANIA CENTRAL RAILROAD.—This work is presenting extraordinary results. Notwithstanding it has not yet completed that part which avoids the inclined planes, yet, in 1852, its receipts were nearly two millions of dollars! In proportion to the cost and length of the work, these are the heaviest receipts upon any work in America.

The receipts for December and January were as follows:

December	$198,612
January	233,536
Two months	$432,148

This is an increase of about 140 per cent. for the same months of 1851.

NASHVILLE AND CINCINNATI RAILROAD COMPANY.—This Company, we understand, have engaged the services of Capt. John Childe, (Chief Engineer of the Mobile and Ohio, and Tennessee and Alabama Railroads,) as Chief Engineer of their road—and the survey of their line, which will be made on the most direct and practicable route from Nashville to Lexington, or to the Kentucky river, is expected to commence about the first of next month.

DAYTON SHORT LINE ROAD AND TUNNEL.

This work is planned as a straight line road from Cincinnati to Dayton. The distance between these places as surveyed, is about 51 miles. The most remarkable feature in it is the great TUNNEL, through the hills, north of the city, which will be about 6,200 feet in length, and will underlie the Walnut Hills. The tunnel, and we believe the whole line, was recently put under contract. The only authentic account of the work we now have, is contained in the address of the President, S. H. Goodin, Esq., on the occasion of breaking ground. From that we make the following extract:

"The great obstacle in the way of this improvement, is the hill on which we stand—to overcome, it requires the construction of a tunnel a mile-and-a-half in length, of the width of twenty-five feet, and twenty feet in hight, and I need not attempt to disguise the fact that it is a formidable undertaking. Even with the assurance of a skillful Engineer, most confidently given, that the work was practicable, and with the knowledge that other works of a similar character, and of great extent, with more difficult material to penetrate, had been constructed in this and other countries, and that those of still greater magnitude are now contemplated, I had my misgivings as to its practicability within a reasonable time, and with the means at the command of this company—but its letting, which was advertised for, brought together at this point a body of men, whose experience in such work, and whose confidence in their ability to perform it, developed by the terms upon which they offered to construct it, left no doubt of its entire practicability. Out of forty-one bids which were offered at the letting, a large proportion, and those generally from the most experienced tunnelers, offered to perform the work for less than six hundred thousand dollars. To the gentlemen, Messrs. Farrell & Dunham, to whom the contract was finally awarded; I may say that it was not so awarded because theirs was the lowest bid, but for the reputation enjoyed by them for skill and ability. We pay for the construction of this tunnel the sum of $552,000. They stand bound in their contract to complete this work within twenty-two months from this day, and the company have such assurances, as to justify them beyond doubt, that it will be accomplished."

NEW ROUTE TO PHILADELPHIA AND BALTIMORE—FARE REDUCED.—By an advertisement in another column, it will be seen that the Pennsylvania Central Railroad Company has made arrangements with the line of splendid Steam Packets between Cincinnati and Pittsburgh, by which passengers are taken from Cincinnati to Philadelphia or Baltimore, for the small sum of *eleven dollars*, meals extra. By this line, the traveler leaves Cincinnati on one of the packets for Pittsburgh, and there takes the Pennsylvania Central Road, and in nineteen hours thereafter, is landed in Philadelphia or Baltimore. This can not but be a very pleasant route, affording an opportunity for repose, as well as freedom from heat and dust while on the boat.

BELLEFONTAINE AND INDIANA RAILROAD.

This great connecting artery through Ohio, by which the East is united with the Far West, is now rapidly approaching completion, and in the course of this spring will be opened for continuous travel. Its Eastern terminus is at Galion, on the Columbus and Cleveland Road, where it will connect with the Western terminus of the Pennsylvania and Ohio Road; thence it runs westwardly, 118 miles, through the flourishing towns of Marion, Bellefontaine, and Sidney, to Union, on the State line between Ohio and Indiana, where it connects with the Indianapolis and Bellefontaine Road, opening direct communications over completed roads, to Indianapolis, Terre Haute, Lafayette, and Louisville, Ky.; and, ere many months shall roll around, with Chicago, Galena, Dubuque, St. Louis, and St. Josephs, Mo., over roads now being built.

In its progress across the State it intersects the Mad River and Lake Erie Road at Bellefontaine, the Dayton and Michigan Road at Sidney, and quite a system of roads, leading north and south, at Union.

It has energetic officers at its head, and is being constructed in the best manner. There are some 83 miles of heavy rail (a portion of it compound rail) now laid, but not in a continuous line, and cars running upon it.

When the whole shall be completed, and the connecting arrangements made with other roads, the position of this road is such that it cannot fail to be a profitable investment to the stockholders. In fact, we notice by our quotations, that its Bonds bearing 7 per cent. interest, payable in 1866, are now worth 104 in New York; no mean evidence that others, as well as ourselves, can see the value of the Bellefontaine and Indiana Road as a connecting link in the great chain of Western intercommunication, aside from its value for home traffic.

TERRE HAUTE AND ST. LOUIS RAILROAD.—The legislature of Illinois has refused, by a large majority, to permit the construction of the line from Terre Haute to St. Louis, having previously given a charter to the one terminating at Alton. As the legislature has reserved to itself the right to fix the *termini* of all railroads in the State, and the Supreme Court will enjoin any work, undertaken without legislative permission, there seems to be an end, at present, to that scheme. A future legislature *may*, indeed, give it, but, after so many failures, that seems improbable. In the meanwhile, the road to Alton is steadily progressing.

THE DAYTON AND WESTERN RAILROAD was finished, on the 19th ult., to the Indiana State line, and is, we believe, now finished to Richmond, Indiana, furnishing a ready communication between Cincinnati and the rich county of Wayne, Indiana.

FORT WAYNE AND CINCINNATI RAILROAD.

The stockholders of this road met at Winchester, Ind., on the 24th ult., and perfected the organization of the Company by the election of a Board of nine Directors, viz: Anthony Pittman, of Jay Co.; William Young, of Wayne Co.; Sylvanus Church, of Wells Co.; Ashael Stone, John Neff, jr., and John Mumma, of Randolph Co.; P. P. Bailey, Joseph K. Edgerton, and R. E. Fleming, of Allen Co. P. P. BAILEY, Esq., of Fort Wayne, was elected President. Mr. GEST, of Dayton Short Line Road, has been appointed Chief Engineer of this road.

Remarks were made by James Elliott, Esq., President of Four Mile Valley Road, P. P. Bailey and others, and a resolution was adopted, that the connection of Fort Wayne with Cincinnati, by this line, should be by way of the FOUR MILE VALLEY ROAD, and that the stock and the property of the two roads should be consolidated in such a manner as to become, to all intents and purposes, but one Company, under the management of one Board of Directors, if the same can be done upon equitable terms, and according to law.

Much enthusiasm is manifested by the residents along the line of the road. The sum of sixty thousand eight hundred dollars has already been subscribed in the counties of Wayne, Randolph, Jay, Wells and Allen, and property of all kinds has already felt the beneficial effects of the proposed improvement.

The President of the road, Mr. P. P. Bailey, is an able, experienced and energetic business man, and takes hold of the enterprise with a zeal which gives assurance of success. With such an officer at its head, assisted by men of influence and business talent, such as compose the Directory, this road can not fail of an early completion. Thus bringing Ft. Wayne and all the intermediate rich productive country, into direct communication with Cincinnati, via Winchester, Richmond, and the Four Mile Valley Railroad.

HILLSBOROUGH AND PARKERSBURG R. R.—This work was recently put under contract, we are informed, by letting it to responsible contractors. It is said, the contractors are to take $1,000,000 of the stock, and Mr. Sturgis of Zanesville, $750,000. If so, the company has a strong probability of finishing their work.

GREAT TUNNEL OF THE PACIFIC RAILWAY.—The Pacific Railway in Missouri, has one of the most remarkable (though not the longest) tunnels in the world. For 930 feet in one part, and 460 in another, it is to be cut through *the solid rock*. The approaches to it, for long distances, are cut *fifty feet in depth*, faced with the rock. The tunnel itself is sixteen feet high, arched over.

THE WABASH RAILROAD,

When completed, will extend from Vincennes to Crawfordsville, Ind., via Terre Haute, a distance of about 108 miles. The route over which this road passes is well adapted to cheap, yet substantial construction. Between Vincennes and Terre Haute there will be about 30 miles of almost level prairie, and 20 miles of forest land, with but three cheap bridges. From Terre Haute to Crawfordsville, 50 miles, no portion of the line will require a grade of more than thirty feet to the mile, though the most of it is nearly a perfect level. It will be laid with T rail, 60 pounds to the yard. When completed, it will form a connecting link in an extended system of railways north and south, as well as intersecting numerous roads east and west. At Crawfordsville, its northern terminus, it unites with the New Albany and Salem Road, leading to Chicago, Detroit, &c., as well as with a proposed road along the river to Fort Wayne. At Terre Haute it intersects the Terre Haute, and Richmond Road, eastward to Indianapolis, and the proposed road westward to Alton, Ill. At Vincennes it is crossed by the Ohio and Mississippi Road from Cincinnati to St. Louis, and meets a recently proposed road from a point opposite Paducah, Ky., connecting there with a branch of the Mobile and Ohio Road southwardly; also, with the Evansville and Vincennes Road to Evansville, with which it will doubtless eventually be consolidated, thus opening two direct routes to the Ohio river and there connecting with the various roads southwardly to Charleston, S. C. and New Orleans.

The portion from Terre Haute to Vincennes is expected to be completed by January, 1854. The remainder will be urged forward as rapidly as possible, under the efficient management of W. D. Griswold, Esq., its President.

HENDERSON AND NASHVILLE RAIL ROAD.—This is a more important work, than appears at first sight, to those at a distance. Henderson is nearly opposite, and precisely in a direct line with Evansville, (Indiana.) Thence a rail road proceeds up the Wabash to Vincennes and Terre Haute. It will connect Nashville and the Cumberland valley with Vincennes and the Wabash valley. It passes through a good country, part of which is in the valley of the Cumberland. It will also make a very valuable tributary to the Ohio and Mississippi Rail Road. The letting of his work from Henderson to Trenton, Todd county, will take place on the first of April.

☞ We would call the attention of Railroad Officers and Car Builders, to the advertisement of "*Lightner's Patent Axle Boxes*," as being a very great improvement; not only in economy of wear, but in the expense of oil also, and one worthy of a trial.

THE HEMPFIELD RAILROAD.

Circumstances are likely to make this work, though apparently a local one, of general interest and value to the Central West. We therefore extract from the President's (Judge Conrad's,) Report to the City Councils of Philadelphi, the following particulars. The points connected are Greenburg, on the Pennsylvania Central Raiload, and Wheeling on the Ohio river :

Length of line	76¾ miles.
Estimated cost	$2,850,000
Stock of subscription	$900,000
City of Philadelphia	500,000
Contractors	400,000
Bonds, &c	1,000,000
Estimated means	$2,800,000

At Wheeling, the Hempfield Road unites, and makes the eastern arm of three of the longest and best lines in Ohio, viz : The Central Railroad, *via* Columbus and Zanesville; the Wilmington line, *via* Circleville and Zanesville, and the Chillicothe line, *via* Marietta and Wheeling.

It is a curious fact, that it is a shorter distance from Wheeling to Baltimore, by the Hempfield route, than by the Baltimore and Ohio Railroad ! Thus :

Baltimore and Ohio Railroad	380 miles.
Hempfield	76½ "
Penn. Central, to Harrisburg	215 "
Harrisburg to Baltimore	84 "
Hempfield route	375½

We may presume, that with the Philadelphia subscription, this work will now be prosecuted with energy and success.

R. R. ENTERPRISE IN MIDDLE TENNESSEE.

We learn from the Franklin House Press that the Tennessee and Alabama Railroad has been located from a point near Nashville to Spring Hill, a distance of nearly thirty miles ; the most of the road for that distance is under contract, and the work is going bravely on. The road runs through Franklin, on the eastern side, along the bank of the river, and the depot will be located somewhere in the neighborhood of the upper bridge. The vote of Franklin was taken on Saturday, a week ago, upon the proposition of a subscription by the corporation of $100,000 to this road, and resulted in an overwhelming majority in its favor—there being only fourteen against the subscription. The question of a *County* subscription is to be decided in March—the same time, we believe, that the vote is taken in Davidson. The Press says that all classes of citizens seem to have imbibed a spirit of go-aheadity, since these movements are on foot.

ACKNOWLEDGMENTS.—We are indebted to Senator WADE, and the Hon. JOHN L. TAYLOR, for valuable public documents. They come opportunely.

ROUTES TO PHILADELPHIA.

The lines through Ohio to Philadelphia are among the most important in the United States, and will, probably, all of them, have an immense business. Although there is great competition for a *through* trade, yet their *local* freight, and *way* passengers, derived from a rich and populous country, will be large enough to render them profitable.

It is interesting to know the routes and relative distances between Cincinnati and Philadelphia ; we subjoin the following accurate statement, prepared by Mr. Charles Ellet, Engineer on the Hempfield line :

Railroad Distances on the Lines between Philadelphia and Cincinnati by the latest Surveys.

	Miles.
I. PITTSBURGH AND STEUBENVILLE LINE :	
Philadelphia to Greenburg, (stated on the authority of Mr. J. Edgar Thomson,	322
Greensburg to Pittsburgh, (on authority of Mr. Thomson.)	31
Pittsburgh to south end of the Monongahela bridge	1
Monongahela bridge to Steubenville, (on authority of the printed report of the Engineers of the Steubenville Road, dated March 18, 1852, page 12,)	42
Steubenville to Newark, (report of the President, dated April 15, 1852 ; see page 6,)	114
Philadelphia to Newark, via Steubenville,	510
Add distance from Newark to Cincinnati, (by report of the Engineers of the Pittsburgh and Steubenville Road, page 19,)	153
Philadelphia to Cincinnati, via Pittsburgh, Steubenville and Columbus,	663
II. HEMPFIELD AND WHEELING LINE, via Zanesville and Wilmington :	
Philadelphia to Greensburg, as above	322
Greensburg to Wheeling	76¼
Wheeling to Zanesville, (by official statement of the President of the Central Ohio Road, July 15, 1852, page 4)	82
Zanesville to Cincinnati, (by a letter from the Engineer of the Road)	160
Philadelphia to Cincinnati, via Hempfield Road and Wheeling	640¼
III. PHILADELPHIA AND CINCINNATI, via Wheeling, Zanesville, Newark and Columbus :	
Philadelphia to Greenburg	322
Greensburg to Wheeling	76¼
Wheeling to Zanesville	82
Zanesville to Newark, (President Sullivan's printed statement,)	25½
Newark to Cincinnati, (as above,)	153
Philadelphia to Cincinnati, via Wheeling and Columbus	656¾
IV. PHILADELPHIA TO CINCINNATI, via Wheeling, Marietta and Chillicothe :	
Philadelphia to Greensburg	322
Greensburg to Wheeling	76¼
Wheeling to Marietta, (authority of recent surveys given by N. L. Wilson, Esq., a Director,)	75
Marietta to Cincinnati, (Director's last report, December, 1852,)	180
Philadelphia to Cincinnati, via Wheeling, Marietta and Chillicothe	653¼

SUMMARY.

Philadelphia to Cincinnati, through Wheeling, Zanesville and Wilmington	640¼
Philadelphia to Cincinnati, through Wheeling, Marietta and Chillicothe,	653¼
Philadelphia to Cincinnati, through Wheeling, Newark and Columbus,	656¾
Philadelphia to Cincinnati, through Pittsburgh	663

We may add to the above, that all these distances may be shortened a little. The Wilmington Road between Circleville and Cincinnati, may be reduced six miles; and the Marietta Road may be reduced ten, between Marietta and Wheeling. The Wilmington route would then be 634 miles, and the Marietta line 643 miles.

THE GREAT PACIFIC RAILROAD,

ON THE PLAN OF SENATOR GWIN.

Senator Gwin proposed in Congress, a plan for the Pacific Railway, which should have *two* branches on the Pacific side, and *five* on the Mississippi side, connected by a common trunk. The following are the distances, as presented in his speech to the Senate :

	Miles.
The whole length of this great line from San Francisco to Memphis is	2,000
From San Francisco to St. Louis	1,900
From San Francisco to Dubuque	2,015
From San Francisco to New Orleans	2,150
From San Francisco to Matagorda	1,800
And from San Francisco to Fort Nisqually, in Oregon	770
Making a total length in miles of	10,635

This aggregate length of routes will be formed by constructing the following main trunk and branches :

	Miles.
From San Francisco, via Fulton, in Arkansas, to Memphis	2,000
The St. Louis branch from a point on the main trunk, thirty-five miles south of Santa Fe, to St. Louis	915
The Dubuque branch from a point on the St. Louis branch, where it intersects the Arkansas river, to Dubuque	610
The Texas branch from the source of Red river, on the southern bend of the main trunk, to the Matagorda bay, on the Gulf	535
The New Orleans route from Fulton to New Orleans	405
And the Oregon branch from San Francisco, in California, to Fort Nisqually, in Oregon	650
Total length of Railroad to be constructed	5,115

THE MEMPHIS AND CHARLESTON RAILROAD. —The cars, on the thirty miles now being used on this end of the M. and C. Railroad, are doing a fine business. The receipts last month were about $7,000, or at the rate of $84,000 a year. The passenger train yesterday took up 40 and brought down 80 passengers. These figures show remarkably well, when we consider the shortness of the road, and the continued inclemency of the weather. When the road is completed to La Grange, a distance of 50 miles, which, it is believed, will be the case by the middle or last of April, business and travel will at once be immensely increased. The cars, then, will, in all probability, bring down from 100 to 150 passengers daily.

THE COLUMBIA ROAD.

The Harrisburg Union earnestly urges the improvement of the Philadelphia and Columbia Railroad, and brings forward some important facts in support of its views. the Editor says:

During the past year it carried 243,545 tons over the whole length of the road, and 155,059 passengers, and to do this the superintendent says it was taxed to the utmost of its power. Now what must be required of it when the Pennsylvania Railroad and all the feeders referred to throw their trade upon it? The President of the Pennsylvania Railroad Company estimates that their road, with its one hundred and ten locomotives now on hand and contracted for, will carry one thousand tons per day each way; and that they will do this, there can not be a doubt. This makes six hundred thousand tons a year, of new trade for the Columbia Road, which, added to its trade of last year, makes 543,546 tons.

But we have reason to believe that the increase will far exceed this. The Report of Mr. M'Alpin, the State engineer of New York, says that there has been conveyed over the New York Railroads within the last year, 2,500,000 tons of produce, and 10,000,000 of passengers. This fact alone should arouse us at once to the importance of making the Columbia Railroad, a first class road, because if we are to have our legitimate share of the trade and travel of the West, it will be utterly impossible to carry it with the antiquated engines, and worn out railway of the State Road.

The Railroad from Florence to Nashville.—The Florence Gazette says that the work on the Tennessee and Alabama Railroad is advancing rapidly, and will, in a short time, be located through Lauderdale county; and by the first of May, will be under contract from Florence to the State line.

Greenville and Miami Railroad.—The net earnings of this road from June 10, to December 24, 1852, as exhibited in the fourth Annual Report of the President and Directors, were $22,821; showing a very flourishing condition.

Texas.—The locomotive has been put in running operation on the Harrisburg Railroad, in Texas, and a pleasure trip from that town, for a short distance, has taken place. The first scream of the locomotive has been heard in Texas.

☞ Virginia seems disposed to enter fully into the railroad business. Her legislature has, during the present session, authorized many costly improvements. A bill was passed in the House of Delegates, authorizing the Virginia and Tennnessee Railroad Company to construct a branch Railroad from some point near Abington to Cumberland Gap, on the Kentucky line, a distance of one hundred and fifteen miles. This new work will cost about $3,000,000.

Banking.

MONEY AND CURRENCY IN 1853.

There is nothing, in which men of business feel more interest, than in the movements of the Money Market. The abundance or scarcity of money, sensibly affects prices and credits. Commerce is immediately cramped by the reduction of currency. The question of how much, or how little, is the money of circulation in proportion to the number of people and the wants of trade, is one of vital importance. If it be an increasing ratio, all discerning men know that prices will increase, and commerce be, in what is called a flourishing condition. If it be diminishing, then prices and credits must be reduced, and business must be done on a smaller amount of money.

It is impossible to determine exactly how much money is required for a community; but, in the present advanced stage of statistics, it is quite possible to determine very nearly what is the amount of money in this country—what proportion it bears to the people, and whether it be increasing or diminishing. These results, for 1853, we have ascertained as nearly as previous data will admit.

In 1830, (on the authority of Mr. Gallatin,) there was *seventy millions* in circulation, composed of sixty millions of bank notes, and ten millions of silver. On the 1st. of January, 1836, there was, in the United States (on the authority of Treasury and Bank Reports) *one hundred and ninety-three* millions of money; composed of one hundred and twenty millions in bank notes, and seventy-three millions in specie. Of this, however, forty-five millions was inactive (in bank vaults,) leaving *one hundred and forty-eight* millions as the *active* money of circulation. From these premises we can readily ascertain the amount of money now in activity.

By ascertaining the balance of exports and imports of coin, since 1836, and the amount of American gold received, we shall ascertain the present amount of coin in the country, the amount manufactured to be deducted. Thus:

Coin, in 1836	$ 73,000,000
American Gold received since	149,482,435
Total	222,482,435
Excess of Exports over Imports	18,500,000
Total Coin	204,982,435
Bank Notes in circulation January 1851	153,958,358
Aggregate of Coin and Notes	358,940,793
Deduct Coin in Bank Vaults, and in the United States Sub-Treasury	63,483,536
Money of Circulation in 1853,	295,457,257

The American gold set down above, is only California gold. In addition to that, a large amount has been received from the mines of the Atlantic, but not larger we imagine, than has been used in manufactures, which always consume a considerable amount of the precious metals. It must also be observed, that since 1851, the circulation of bank notes has largely increased, in consequence of the rapid multiplication of the free or stock banks. On the whole, it is certain, that the active circulation is rather above than below the above amount. Three hundred millions in round numbers may be safely taken as the present amount of money in circulation; of which very nearly one half is coin; and the proportion of coin or bullion is rapidly increasing.

The proportion which this bears to the population is 12 to 1. In 1850, the population was about 23,000,000. It may now be assumed as 25,000,000, which is just one-twelfth the money of circulation.

The proportion which the money of circulation bears to the people, at different periods, is the *true test* of whether the supply of money is increasing, or diminishing, in relation to the wants of the people. If the supply be 10 to 1, (the people being one million, and the money ten millions,) it is obvious, that when the people become two millions, there must be twenty millions of money, in order to preserve the same ratio of 10 to 1. An increase of the amount of money, does not necessarily produce an increase in proportion to the demand. It may be the very reverse.

In the last half century, we have materials to ascertain very nearly the proportion of money to the people, at different periods. The following table will show this proportion, at five different eras.

Yrs.	Active Circulation.	Population.	Amt. per hd.	Authority.
1811	$43,000,000	7,500,000	$6,00	Gallatin.
1816	95,000,000	8,600,000	11,00	Crawford.
1830	70,000,000	12,866,920	5,50	Gallatin.
1836	148,000,000	15,366,900	11,00	Treasury.
1853	295,457,257	25,000,000	12,00	Ourselves.

It will be observed from this statement, that the amount of money, in activity is, in rather larger proportion, than in 1816, and in 1836. As those were periods of unnatural inflation, followed by periods of extraordinary depression, it is natural to fear such consequences now. But, inflation and depression do not depend upon the amount of money, as much as the general extension of credits among individuals, and whether commerce is confined to the natural supply and demand of the country, or whether it is largely composed of speculative contracts.

In answering these questions, we may observe, that in the largest staples of the country, Corn, Wheat, and Cotton, there is really no sign of speculation.

Prices in these articles are nearly the average of several years past. But, to confine ourselves to the only object of this article, the currency, we must remark a real and great change, which has gone on, in the relations of Paper and Coin. The following table will exhibit this exactly.

Years.	Bank Notes.	Coin.	Proportion.
1816..	$87,500,000..	$7,500,000..	$11\frac{1}{2}$ to 1.
1830..	60,000,000..	10,000,000..	6 to 1.
1836..	120,000,000..	28,000,000..	$4\frac{1}{3}$ to 1.
1853..	153,958,358..	141,498,899..	$1\frac{1}{10}$ to 1.

This table shows a very remarkable result, that the proportion of Coin to Paper in active circulation has increased *tenfold* since 1816, and *fourfold* since 1836, and we may add has more than doubled in the last three years! A dollar in Coin was accompanied by four dollars of Paper in 1836, and now each dollar of Paper is accompanied by one in Coin. In 1836, there was in the country, but a little more than half enough Coin to redeem the Paper money, viz: $73,000,000 to $120,000,000. In 1853, there is Coin enough in the country to redeem every dollar of Paper, and leave fifty one millions surplus, viz: $204,000,000 Coin to $153,000,000 Paper.

It is obvious, then, that there is no inflation of Paper currency, and if an unnatural inflation comes, it must be the result of speculation in trade, and not of an expanded currency, unless we suppose that Gold Coin may be itself too much expanded. There may be insolvent Bankers and Corporations. There are some such, in all periods, but they will not be the result of an expanded currency. The just increase of our Coin is undoubtly due to our American mines; but of these, and their effect, we shall speak hereafter.

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Feb. 23, 1853.

Cincinnati & Whitewater Canal certificates of indebtedness, amounting to $577,—sold for			$65 00
4	Shares	Whitewater Valley Canal, each	9 00
2	"	" Canal	3 50
Whitewater Canal obligations, amounting to $73 51,—sold for			19 00
2	Shares	Northern Bank of Ky., each	113 00
5	"	Cincinnati Fuel Co, each	6 15
15	"	Burnet House stock, each	29 00
83	"	Do do do do each,	6 50
5	"	Covington and Lexington Rail Road Co., each	70 00
8	"	Do including interest from December 7, 1850	76 00
41	"	Cincinnati Insurance Co., old issue, each	27 00
20	"	Cincinnati, Hamilton and Dayton R. R. Co., each	104 50
28	"	Cincinnati, Columbus and Wooster Turnpike Co., each	12 50
1	"	Cincinnati Observatory	8 50
Mortgage Bond of Sandy and Beaver Canal in Pennsylvania			3 00

Wednesday, March 2, 1853.

4	Shares	New Albany and Salem R. R. Co.	27
100	"	Hillsboro Railroad Co	80
40	"	Lawrenceburg & Upper Miss.,	80½
50	"	Little Miami Railroad Co.	120¼
80	"	Hamilton and Eaton R. R. Co.	71½
11	"	Cin. Ham. and Dayton R.R. Co.	205
10	"	Kentucky Trust Co Stock	100½
4 500 dollar Bonds of Ohio Medical College, interest 10 per cent., with coupons attached. Second mort'e,			1 00½
11	Shares	Firemen's Ins. Co	20 00
75	"	Mer. and Min. Ins. Co	7 25
25	"	Cin. Coal Mining Co	8 50
2	"	Cin. Observatory	6 50

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

COMPANY.	NATURE OF BOND.	INT.	DUE.	VALUE.
New York and Erie	1st mortgage, not convertible	7	1867	117
Do do	2d " convertible	7	1859	119¼
Do do	Income, not convertible	7	1855	83⅛
Do do	Convertible till 1861	7	1871	98¾
Do do	" " 1862	7	1862	100
Buffalo and State Line	1st mortgage, not convertible	7	1866	100
Baltimore and Ohio	Transferable. Taxed	6	1867	100
Do do	Coupons. Not Taxed	6	1875	96
Do do	" "	6	1860	98
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	103
Do do do do	No mortgage, convertible	7	1855	103
Cleveland and Erie	1st mortgage	7	1861	105
Do do	2d " not convertible	7	1861	99½
Little Miami	No mortgage, convertible 1852-4	7	1858-61	117½
Do	" " till 1855	7	1861	117
Columbus and Xenia	1st mortgage, convertible	7	1859	115
Ohio and Pennsylvania	" "	7	1865-6	109
Do do	Income. No mortgage, convertible	7	1872	104
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	—
Do do do	2d " "	7	1866	92
Lawrenceburg and Upper Mississippi	1st " "	7	1866	99
Central Indiana	1st " "	7	1866	par.
Cleveland and Pittsburgh	1st " "	7	1860	102
Do do	Income "	7	1855	98½
Ohio Central	1st mortgage, convertible west section	7	1861	98
Do	1st " " east "	7	1864	96¾
Mansfield and Sandusky	1st "	7	1860	—
Michigan Central	No mortgage, convertible	8	1860	111
Do do	" "	8	1855-6	104¾
Do do	" not "	8	1857-8	100
Do Southern	1st " " "	7	1860	102¼
Northern Indiana	1st " " "	7	1860	102½
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124
Do do do	" 3d " not convertible	7	1862	95
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	106
Terre Haute and Richmond	1st " "	7	1866	111
Indianapolis and Bellefontaine	1st " "	7	1860-1	103
Indianapolis and Lafayette	" "	7	1861	92
Bellefontaine and Indiana	" "	7	1866	104
New Albany and Salem	" on 1st section	10	1858-62	107
Do do do	1st " on other sections, convert.	8	1864-75	95
Panama	1st " convertible	7	1866	140
Milwaukie and Mississippi	1st " " 1857	8	1862	102¼
Cincinnati, Hamilton and Dayton	1st " " till 1855	7	1861	101
Pennsylvania	1st " " " 1860	6	1880	109
Alabama and Tennessee	1st " " " 1872	7	1872	96
Covington and Lexington	1st " " " 1862	7	1862	100
Do do do	2d " "	6	1862	91
Dayton and Western	1st " "	7	1862	93¾
Jeffersonville	1st " not "	7	1861	89
Evansville and Illinois	1st " convertible 1857	7	1862	86
Cincinnati, Wellington and Zanesville	1st " "	7	1862	98
Illinois Central	1st " not convertible	7	1875	par.
Rockvalley, Union, Illinois and Wisconsin	1st " convertible	7	1872	100
Dayton and Michigan	1st " "	7	1867	94
Marietta	1st " "	7	1868	95
Ohio and Indiana	1st " "	7	1867	96
Steubenville and Indiana	1st " "	7	1865	93

DEBT OF THE UNITED STATES, JANUARY, 1853.

WHEN AUTHORIZED.	FOR WHAT PURPOSE.	INT.	PAYABLE.	AMOUNT.
Old funded and unfunded Debt, Treasury notes of 1812, &c.		...	Due	$114,573 40
1836, May 20	Debt of District of Columbia	5½	$60,000 per annum	780,000 00
1847, January 28	Funded Treasury notes	6	1868, January 1	121,161 64
1842, April 15	Loan	6	1862, December 31	8,198,686 03
1843, March 3	"	5	1853, July 1	4,526,531 35
1846, July 22	"	6	1856, November 12	4,999,139 71
184[illegible], January 28	"	6	1868, January 1	25,656,660 00
1848, March 3	"	6	1868, July 1	15,735,000 00
1850, September	Texan Indemnity	5	1865	5,000,000 00
Total				$65,131,692 13

Since the above date, an additional amount of the Public Debt to the extent of some $250,000 or $300,000 has been redeemed.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D.
U. S. Loan, 6s, 1856	107¾	
Do 6s, 1862	115	
Do 6s, 1867	120	120½
Do 6s, 1868	120	
Do 5s, 1853	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

State.

Alabama 5s		
Do 6s		
Arkansas 6s	80	88
Georgia 6s	102½	111
Do 7s		
Illinois Canal Bonds, 1860		
Do do 1860, registered		
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	92
Do do Improvement	60	
Indiana 5s	99	100
Do 2½s	57	58
Do Canal Loan 6s	96	
Do do preferred 5s	37	40
Do do deferred 5s	15	20
Do do special 5s preferred	21	22
Do do do 5s deferred	8	10
Kentucky 6s, 30 years, 1871	110¼	110½
Do 6s, 15 years	110	111
Do 6s, large bonds		
Do 5s	93	95
Michigan 6s		
Ohio 6s, 1856	105	105½
Do 6s, 1860	109	110
Do 6s, 1870	114	117
Do 6s, 1875	115	117
Do 5s, 1856		
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	98½	98⅝
Tennessee 6s, new loan		107
Do 5s	93	75
Virginia Coupons, 6s, 1886	110¼	110½

City Securities.

Philadelphia 6s, 1876-90	107¼	107½
Baltimore 6s, 1870-90	106½	108
Boston Bonds, 5s		

STOCK TABLE.—CONTINUED.

Albany 6s, 1867–9	109	110
Cincinnati 6s	105	106
St. Louis 6s	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	102	103
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¼	93
New York 7s, 1857	108	
Do 5s, 1858–60	101½	
Do 5s, 1870–5	104	
Do 5s, 1890	104½	
Savannah 7s, 1870–6		

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky.' 6s, 1881	89½	90
Mason, Ky., 6s, 1881	89½	90
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	

Banks.

OHIO.

Ohio Life Insurance and Trust Co	105	107
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	115
Northern, and Branches	115	120
Southern, and Branches		
Bank of Louisville		
Kentucky Trust Co	101½	

INDIANA.

State Bank and Branches

MISSOURI.

State Bank and Branches

Railroads.

	par.	off'd.	ask'd.
Cleveland, Columbus and Cin		125	127
Little Miami	50	119	121
Mad River and Lake Erie	50	87½	90
Xenia and Columbus	50	115	117
Bellefontaine and Indiana		99	100
Indianapolis and Bellefontaine	25	98	100
Indianapolis and Lafayette		70	80
Cleveland and Erie			
Cleveland and Pittsburgh		98	105
Ohio and Pennsylvania			
Cin. Wilmington and Zanesville		56	
Cincinnati Hamilton and Dayton	100	104½	105
Dayton and Western		65	75
Dayton and Miami			
Eaton and Hamilton	22	68	75
Ohio and Mississippi	100	82½	90
New Albany and Salem	50	50	60
Jeffersonville and Indianapolis		70	80
Madison and Indianapolis		100	103
Lawrenceburg and Upper Mississippi	50	78	80
Indiana Central	50	83	87
Do do 10 per cent	50	86	90
Peru and Indianapolis	25	65	70
Terre Haute and Richmond		95	100
Covington and Lexington	50	70	72
Illinois Central			
Michigan Central			
Michigan Southern		107	110
Ohio Central		125	127
Sandusky and Mansfield			
Columbus and Lake Erie			
Northern Indiana			
Pennsylvania		49	50
Baltimore and Ohio		87	90
Panama		130	135
New York and Erie		87	88
Nashville and Chattanooga			
Louisville and Frankfort			
Lexington and Frankfort			

OHIO PUBLIC DEBT.

The Public Debt of Ohio is stated to be as follows:

FOREIGN DEBT.

Payable after 1856	$3,515,779 24
" " 1860	6,812,481 00
" " 1865	1,025,000 00
" " 1870	2,180,531 93
" " 1875	1,600,000 00
	$15,136,792 17

DOMESTIC DEBT.

Due at the pleasure of the State	48,825 38
Due after 1852	85,591 32
" " 1863	298,685 00
Total	$15,584,893 00
Irreducible and Trust Funds	1,734,322 19
Total Debt	$17,319,215 19

Commerce.

COMMERCE OF ST. LOUIS IN 1852.

The *Missouri Republican* has given an interesting review of the commerce of St. Louis during 1852. From that we extract the following particulars. The number of steamboat arrivals during the year 1852, were as follows:

From New Orleans	330
" Upper Mississippi	705
" Illinois river	858
" Missouri river	317
" Ohio river	520
" Cumberland	30
" Cairo	223
" Other points	201
Total	3,184

There was only *one* arrival of a flatboat!

The leading articles of commerce, at St. Louis, are flour, lead, tobacco, hemp, pork, whisky, hides, coffee, sugar, and molasses. We are quite surprised to find, that in most of these articles, there has been a falling off, in the St. Louis trade, during the last year. The following were the imports of those articles in the last two years:

	1851.	1852.	
Flour, bbls	193,892	131,393	decrease.
Wheat, bush	1,700,708	1,591,886	"
Lead, pigs	503,571	409,314	"
Tobacco, hhds	10,371	14,053	increase.
" boxes	8,330	12,388	"
Hemp, bales	65,366	49,122	"
Pork, bbls	103,013	66,306	decrease.
" tierces	15,793	2,704	"
Lard, bbls	52,208	42,515	"
" kegs	14,450	11,815	"
Whisky, bbls	47,991	46,446	"
Hides, number	99,736	97,148	"
Sugar, hhds	29,276	35,283	increase.
" boxes	36,687	27,672	decrease.
Molasses, bbls	40,251	54,935	increase.
Coffee, sacks	101,904	96,242	"

COMMERCE OF SANDUSKY.

No port in the United States has more rapidly extended its commerce, than that of Sandusky, Ohio. We extract from the *Commercial Register* the following values of imports and exports, at Sandusky, for the District of Sandusky, which includes Sandusky, Vermillion, Huron, Fremont, and Port Clinton. The increase since 1851 is 200 per cent! We apprehend there is some little exaggeration in the valuation of imported merchandise; but, in that of exports, there is none. We shall hereafter give some of the details.

SANDUSKY—Imports	$39,896,085	
Exports	18,789,814	
Total Commerce of Sandusky		$59,685,899
HURON—Imports	$3,478,782	
Exports	1,596,658	
Total Commerce of Huron		4,075,440
VERMILLION—Imports	$265,787	
Exports	242,891	
Total Commerce of Vermillion		508,778
FREMONT—Imports	$323,950	
Exports	309,157	
Total commerce of Fremont		633,170
PORT CLINTON—Imports	$107,802	
Exports	64,041	
Total Commerce of Port Clinton		171,843
PORTAGE PLASTER BED—Exports		24,020
Total Commerce of the District		$65,099,487

VALLEY OF THE OHIO COMPARED WITH THE BASIN OF THE LAKES.

We extract the following parallel between the Ohio Valley and the Lake Basin, from the "LETTERS OF EDWARD D. MANSFIELD, ESQ., OF CINCINNATI, TO JOB R. TYSON, ESQ., LL. D., OF PHILADELPHIA." It presents a view of the comparative magnitude and growth of two important sections of the Union:

Looking on the map of the United States, you will see the valley of the Ohio extends from the foot of the Alleghenies, in North Alabama, to within about eighty miles of Lake Erie; and from Olean, New York, to Cairo, on the Mississippi, a surface of about 250,000 square miles. Compared with this, there is, except the peninsula of Michigan and Northern Wisconsin, little in the Lake basin. Let us take some mode of comparison, such as the cities of the valley, the grain productions, and the commercial navigation. To begin with the cities, we have the following results:

THE RIVER VALLEY.

	Inhabitants.
Pittsburgh, Penn	110,000
Steubenville, Ohio	7,000
Wheeling, Va	15,000
Marietta, Ohio	4,000
Portsmouth, Ohio	4,000
Maysville, Ky	8,000
Cincinnati, Ohio	160,186
Madison, Ind	8,000
Louisville, Ky	43,217
New Albany, Ind	8,000
Evansville, Ind	8,000
St. Louis, Mo	87,500
Covington and Newport	20,000
Total	482,903

THE LAKE BASIN.

	Inhabitants.
Buffalo, N. Y	40,266
Cleveland, Ohio	25,000
Sandusky, Ohio	8,000
Toledo, Ohio	7,000
Detroit, Mich	21,057
Chicago, Ill	40,000
Milwaukie Wis	28,000
Total	169,383

If we were to add to the cities of the Lakes the population of New Orleans, Mobile, and Galveston, the cities of the Gulf of Mexico, we should fall an hundred thousand short of the population of the cities in the Ohio valley, including St. Louis, which is on the great railway line. So, also, after deducting all of Ohio, Indiana, and Illinois, which *geographically* belongs to the Lake basin, you will find that the population of the Ohio valley is more than *double* that which belongs to the Lakes. I need not pursue this topic further. But it may be said, these Lake towns and Lake States are new, and will grow immensely. So they will; but is there no growth in the Ohio valley? There is no where any thing equal to it. *The increase of Cincinnati, in ten years, was equal to the entire cities of Buffalo and Detroit!*

But let us proceed to commercial navigation. In the United States Steam Marine

Report, you will find a full and complete return of the steam vessels of the United States, their localities, tonnage, and crews. On page 37, you will find that on the Lakes above Niagara, there are 126 steamers, with crews of about 2,000 men; on the Mississippi, 241 steamers, with crews of 6,414 men; and on the Ohio basin, 317 steamers, with crews of 8,338 men. You will thus see that the steam marine of the Ohio basin, is nearly equal to that of the upper Lakes and the Mississippi river together! That on the Ohio is more than double that on the Lakes. When you have observed this, I shall ask you to look at the hundreds and thousands of flatboats which descend the Ohio, laden with the surplus food, provisions, and minerals of the valley. Behold the thousands of arrivals of flats at Cincinnati, and the thousands of steamboat departures.

Finally, I ask you to consider with me the commerce of this port. Look to New York, one thousand miles by railway, to the north-east; and New Orleans, fifteen hundred miles, by steamboat, to the south-west. Do you think that New York railways are carrying the whole surplus of the Ohio valley? Then count the thousands and tens of thousands of barrels, and kegs, and hogsheads, and boxes of every description of produce, and manufactures made from grain, or animals which are filling those hundreds of steamboats and flats, on their way to New Orleans. But a more realizing idea may, perhaps, be formed from the following figures, representing the values of domestic produce received at tide-water, via the *three* routes of the St. Lawrence, the Hudson, and the Mississippi, in the year 1851:

Tidewater,	via St. Lawrence.....	$9,153,580
do.	via Hudson.....	53,927,508
do.	via Mississippi.....108,051,708	

You see that New Orleans has just *double* the receipts of domestic produce that New York has! Now let me add to this, that the receipts last year, at New Orleans, of corn, flour, the products of the hog, beef, tobacco, whisky, lead, and hemp—products, almost the the whole of which are shipped from above the mouth of the Ohio, amounted to *thirty-five millions of dollars!* What proportion to this vast aggregate is the produce borne on on the Pennsylvania works? What *might* Philadelphia have, if she had only the advantages by art which she has by nature? It is fifteen hundred miles from this to New Orleans. It is but five hundred miles to Philadelphia, on a direct line. It need be only six hundred and forty by railway.

Now, what proportion do the products of the Lake basin bear to the products of the Ohio valley? If you examine the agricultural statistics of the United States census, you will find that Indian corn (the basis of pork, beef, and whisky,) raised in the Ohio valley is *seven-fold* that in the whole basin of the Lakes; that the live stock is *three* times as great; that the wheat is more than equal; that tobacco and hemp is a hundred-fold; and that, in fine, it is the Ohio valley which furnishes the great surpluses of western produce. It is in consequence of this fact, that you see rapidly centralizing on the banks of the Ohio, population, production, and commerce.

☞ The bill for the coinage of small silver coin, of a reduced rate, has been approved by the President. It goes into operation on the 1st of June next.

Manufactures.

IRONTON, LAWRENCE COUNTY, OHIO.

So accustomed have we become to hear of the rapid growth of towns and cities at the West, that we are seldom surprised at any thing we hear in this way. Among the numerous new towns of the Great West, none have risen so Aladdin-like from the ground as has Ironton. A slight sketch of the place may not be uninteresting to some of our readers.

It was laid out in the spring of 1849, by the *Ohio Iron and Coal Company*, and the first sale of lots was made on the 30th of June in the same year. It is handsomely located on the bank of the Ohio, above the highest freshet, in the center of the iron and coal region of that section of this State, and of Kentucky, being surrounded by nearly forty Blast Furnaces, eight of which make this their shipping point by means of the "*iron rail*" terminating here, and penetrating the mineral region on the north, and will eventually connect with the Belpre and Cincinnati Railroad to this city.

Situated as it is in the midst of one of the richest mineral regions of the world, where coal and iron of a superior quality are found in inexhaustible quantities, with every facility for cheap transportation, by river or railroad, to all parts of the West, there can be no question but that Ironton is destined, at no distant day, to take the lead of all other points in the manufacture of iron. As its facilities and resources become known, capital will center here, sure of adequate returns for the investment.

Where, but little more than three years since there was nothing but a waving corn-field, now massive piles of brick and mortar rear their heads, and a population of over two thousand souls find constant and profitable employment. There are already several extensive establishments in operation here; among them are the Olive Foundry and Machine shop of J. M. Merrill & Co., for the manufacture of locomotive steam engines, railway cars, and machinery of all kinds, which, when in full operation, employs in its various departments 150 men, and consumes from ten to fifteen tons of iron daily. Their buildings will compare with the best constructed manufactories in the State. Capital already invested, $40,000.

The Ironton Foundry, for stoves, hollow ware, &c., Campbell, Ellison & Co. proprietors, have invested $50,000; employing 80 men; consuming 30 tons of iron per week, and turning out work to the amount of $60,000 per annum, which is sold by their house in this city.

The Ironton Rolling Mill, William Colvin, Agent, employs from 80 to 120 men; consumes 7 tons of iron daily, and turns out $150,000 worth of manufactured Iron per annum.

The Axe Factory of Scott, Bro. & Co., manufacture 300 dozen of axes yearly, expressly for the choppers at the furnaces, and which are preferred as being superior to any others.

Carlisle, Bush & Co. have also an extensive Mill for planing, flooring, sash-doors, blinds, &c.

These, in addition to the usual mechanic shops, stores, &c., form one of the steadiest and most industrious communities to be found any where, as no intoxicating drinks are allowed to be sold in the town; a clause to that effect being inserted in every deed made by the Company, any infringement of which works a forfeiture of the deed.

There are, also, a Methodist, Presbyterian, Congregational, Baptist, United Brethren, and Catholic Church, a free school, a fine court house, jail, bank, Odd-Fellows' and Masons' lodges, and many fine private residences. The buildings are mostly of brick, and present a very substantial appearance.

NEW PROCESS OF MANUFACTURING IRON.

We find in the Newark *Daily Advertiser* the following account of a new mode of manufacturing iron, which, if entirely successful, (and we believe it is,) will be of immense value to the country. It seems to be the invention of James Renton of that city:

An association, called the American Iron Co., has recently been organized under the General Manufacturing Law of the State, and have erected their works at the corner of Parker and Passaic streets in this city, which have been in successful operation for several weeks, the right to the new process having been secured to them for New Jersey.

The chief advantages claimed for the invention are, that the iron is produced for some twenty dollars per ton less than the puddled or charcoal iron, and that it is worth ten dollars per ton more, on account of its superior quality; that a greater quantity of the iron is extracted from a given amount of ore, than by the old processes, and that it is the only process by which pure wrought iron can be produced.

The *rationale* of the invention is, that the iron is deoxidyzed, by heating a mixture of pulverized ore and coal in close tubes, so that by the combustion of the coal, the oxygen is absorbed from the ore, and passed off in an æriform state. The residuum is taken from the tubes and worked into balls weighing about 100 pounds each. These are taken to the trip hammer, by which they are reduced to blooms. Two tons of the iron are now made per day, and it requires about two tons of ore, and one ton and a half of coal to produce one ton of the wrought iron. The iron is extracted and perfected by a continuous process, very simple in its operation, and therefore is said to be more uniform, and altogether superior to that made by other processes by which the ore or iron must undergo two successive exposures to the fire, before it can be reduced to wrought iron.

Statistics.

STATISTICS OF AGRICULTURE IN THE OHIO VALLEY.

No portion of the American Union is embarked more largely in new Railroad enterprises, than are the States of the Ohio Valley. The agricultural productions, therefore, are of the highest importance to the stockholders on these works. For, in addition to being a very large source of Railway Traffic, they are the supports of a dense population, which is essential to Railway profits. The agricultural returns of the United States Census, though very far from being perfect, supply us the elements of correct information on this subject. We furnish the following table as a matter of deep interest to Railway undertakers. Ohio, Indiana, Illinois, Kentucky and Tennessee, are the Ohio Valley States; supposing the Ohio parts of Virginia and Pennsylvania, to be about balanced by the lake parts of the three former. These five States present the following results in agriculture:

Cattle, number	4,488,363
Swine, do	12,110,419
Sheep, do	7,918,477
Wheat, bush	33,876,587
Indian Corn, bush	280,641,856
Oats, bush	45,119,394
Tobacco, lbs	87,990,591
Irish Potatoes, bush	12,216 298
Butter, lbs	77,877,595
Cheese, lbs	23,110,966
Hemp, tons	18,535
Flax, lbs	3,766,996
Flax Seed, bush	331,260

Although this presents an immense aggregate, yet, we can properly estimate it, only by comparing these results with the agricultural production of the rest of the Union. Take then, the *whole* product of the Union, and compare it with these. Of *all* of these articles produced in the United States, the part produced in these five States compare thus:

Of Wheat	33	per	cent.
Of Indian Corn	50	do	do
Of Oats	30	do	do
Of Tobacco	45	do	do
Of Irish Potatoes	20	do	do
Of Butter	25	do	do
Of Cheese	22	do	do
Of Hemp	50	do	do
Of Flax	50	do	do
Of Flax Seed	60	do	do
Of Cattle	25	do	do
Of Swine	40	do	do
Of Sheep	40	do	do

In fact, these Ohio Valley States produce as much wheat, Indian corn, hemp, flax, and flax seed, as all the rest of the Union! In regard to wheat, the census does not show that fact; but it is well known the crop of 1849, which was returned in the census, was not much over one-half the usual crop in the Ohio Valley. The State returns show that Ohio alone has *averaged thirty millions* of bushels of wheat per annum for three years. In fact, the State of Ohio is the *first* in wheat, Indian corn, wool, wine, and flax seed. With such immense agricultural resources, these States must soon become densely populated, and these furnish the materials for a vast railway traffic.

The five States above enumerated, contain about one-fourth the population of the United States; but, as they produce nearly one-half the grain, it is obvious they have a *surplus* far beyond any other section of the country. For example, Ohio has an average of thirty millions of bushels of wheat per annum, of which *sixteen millions are a surplus*, equal to the entire surplus of the United States.

Growth of Cincinnati, St. Louis and Pittsburgh.—The three principal cities of the Central West have taken their respective censuses, with the following results:

Cincinnati	160,186
Pittsburgh	110,500
St. Louis	87,654

That the reader may see precisely the *relative* growth of these cities, we append the U. S. census of 1850, and the present increase

	1850.	1853.	Increase.
Cincinnati	116,108	160,186	44,078
Pittsburgh	84,000	110,500	26,500
St. Louis	82,744	87,654	4,910

The increase of Cincinnati is about 34 per cent.; of Pittsburgh, about 30 per cent.; and that of St. Louis about 5 per cent.

There was probably some looseness in the mode of taking the censuses, as to the classes of persons (boarders, absentees, &c.,) to be taken or omitted. However, allowing any reasonable amount for such differences, it is quite obvious, that the growth of all these cities is very rapid, and that of Cincinnati very remarkable.

Statistics of the Cincinnati and Louisville Telegraph Company.—We find the following interesting facts in *Appleton's Mechanics' Magazine:*

The report of the Cincinnati and Louisville Telegraph Company for 1850 and 1851, exhibits great enterprise, and the value of the telegraph as a mercantile investment in America. It appears, that during the preceding year, three dividends of three per cent. each had been paid, and one quarter's dividend retained for rebuilding the line. The whole sum expended for repairs up to June, 1851, amounted to $10,405 94. With this sum, 83 miles of poles have been reset, 146 miles put in repair, and 156 miles renewed.

The total receipts for 1850 were		$73,270 72
Paid to connecting lines	24,788 45	
Expenditures	35,013 57	59,802 02
Total residue		$13,468 70

Of the expenditures, only $734 25 were for cost of batteries, $1,253 61 for stationery, and $4,425 64 for miscellaneous, a large proportion being necessarily charged to salaries and repairs.

Statistics of the year 1850: Number of words transmitted, 3,602,760; number of dispatches recorded, 354,559. These are exclusive of free matter, necessarily large at all times. Average hours of labor, fourteen per day. The record of dispatches for 1850, on the paper of the registering instrument, covers a length of 1,704½ miles. Number of hands employed, 58.

Miscellaneous.

LIFE INSURANCE.

This great commercial interest deserves at our hands a standing notice. Its principles are technical, and therefore but little understood by the many, while its usages are commercial, and *advantage-taking* in many cases. There are now some forty or fifty Life Insurance Companies in the United States, urging their respective claims with what we regard as a fearful competition, when we take into account the state of the public ignorance on the subject, and the seductive plans resorted to, in order to gain or force a business.

Let us not be misunderstood: we are strenuous advocates of life insurance, practiced on sound principles. What sound principles are, we shall, from time to time, endeavor to set forth. We hold it to be not only the privilege, but the duty, of all men having families dependent upon them for support, to make a life-time contract, whereby a given sum shall inure to the family at once, in the event of the premature death of the paternal head. This is a most prudential measure; we advocate it—its results are in the highest degree consonant with the principles of benevolence. These life contracts presuppose the existence of Companies. Of course we advocate all good, safe, sound, correct Companies; and it is only against *abuses* and *defective plans* that we shall warn the public.

Fire and Marine Insurance Companies rise and fall, flourish awhile and break, and have but a temporary stigma, not sufficient to deter the public from confiding in them.

Health Insurance Companies, addressing themselves mostly to the poorer classes of mechanics, have, from the time of their earliest adoption, been continually failing and becoming bankrupted.

The principles on which these classes of insurance rest, are not so well understood and reduced to rules as are the principles of life insurance. We know not how many fires or marine disasters may occur in a year, but the law of mortality is a settled point. The matter of life insurance, then, is reduced to a science. There need be no distrust of the Companies that are doing business on a scientific basis, while the greatest distrust should be entertained of Companies that are doing business on unscientific principles. What is a scientific basis, and what is not, what are and what are not safe practices by the Companies, we shall, from time to time, endeavor to unfold.

A contract for a life-time is an important step, and a man wants no imposition practiced on him, who, with a laudable motive, puts his hand and seal to such a contract. We

shall endeavor to point out the impositions that are practiced by Companies, contrasting them with correct and scientific usages. This thing of life insurance we regard as a great matter, and the more the subject is agitated the better. We shall, from time to time, recur to it, and make extracts from standard authors on the subject. We will also hold our columns open to communications on the subject—short and pertinent articles.

Life Insurance Companies.

To the Editor of the N. Y. Daily Times.

In the annual message of the Governor of this State in January, 1852, allusion was made to the appointment of Edmund Blunt, Esq., as a Commissioner to examine generally into the affairs of Life Insurance Companies; it would appear that this Commissioner has made no report. As the writer of this is one of the assured, he has felt with many others an anxiety respecting Mr. Blunt's examination.

The business of Life Insurance is but little understood by the public. An insurance on a ship lost at sea, or a building destroyed by fire, is a simple and well understood business; but not one ship in a hundred is lost; or one building in two hundred destroyed by fire; whereas every human life is in one sense lost, and every life insured, as it terminates by death, is, by the terms of the policy, to be paid for; it is plain, therefore, that the amount of premiums received, after providing for the payment of all expenses, salaries, agencies, &c., must be sufficient to pay *every* life policy, If not sufficient, a Company might go on for, perhaps, twenty years, with apparent prosperity; make large annual dividends of scrip, and pay interest on the same, and finally wind up in bankruptcy; ruining thousands of families supposed to be provided for.

There appears in one valuable Company in the city, a conviction that some false steps have been made, and a desire to retrace them. I have before me the Annual Report of the New York Life Insurance Company; of which Morris Franklin, Esq., is President, and Pliny Freeman, Esq., the Actuary. The first report was in January, 1845; in that year, and in January, 1846 and 1847, they passed to the credit of each person insured by them 50 per cent., being so called the "net earned premiums;" in 1848 and 1849, 40 per cent. each year; in 1850, 50 per cent., and in 1851, 40 per cent. These scrip certificates amount to a large sum, it is believed nearly $400,000, and bear interest.

But now comes the retracing above alluded to. The report of the year 1852 is before me; the business apparently more profitable than ever; the premiums received in the year 1851 were $303,000, and the losses paid $157,000; while in 1852, the premiums received were $327,000, and the losses but $106,000; and yet, in this latter, the item of "net earned premiums" has disappeared from their reports, and no dividend is made.

I hope in Mr. Blunt's report, if it ever appears, these discrepancies may be explained, and some reason shown, why a comfortable dividend from 50 to 40 per cent. per annum, should this year be reduced to nothing.

ONE OF THE INSURED.

☞ The area of Oregon is three hundred and forty-one thousand, five hundred square miles—about five times the size of New York.

TELEGRAPH TO THE PACIFIC AND EUROPE.

A continuous line of telegraph now extends from the verge of civilization on the Western frontier, (east of the Rocky Mountains,) to the Northeastern extremity of the United States; and the time is not far distant, when we shall have a telegraph from the Mississippi river to San Francisco. This is no fancy sketch, as the route is already selected for the California line, and a most interesting Report was presented to the Senate of the United States in the session of 1851, by the Committee on Post-Offices and Post-Roads.

"The route selected by the Committee is, according to the survey of Captain W. W. Chapman, U. S. Army, one of the best that could be adopted, possessing, as it does, great local advantages. It will commence at the city of Natchez, in the State of Mississippi, running through a well-settled portion of Northern Texas, to the town of El Paso, on the Rio Grande, in latitude 32°; thence to the junction of the Gila and Colorado rivers, crossing at the head of the Gulf of California, to San Diego, on the Pacific; thence along the coast to Monterey and San Francisco. By this route, the whole line between the Mississippi river and Pacific Ocean will be south of latitude 33°; consequently, almost entirely free from the great difficulties to be encountered, owing to the snow and ice on the Northern route, by the way of the South Pass, crossing the Sierra Nevada Mountains in latitude 39°. The whole distance from the Mississippi to San Francisco will be about 2,400 miles."

The great benefits to be derived, the Report fully and ably sets forth, whether in a military, commercial, or social point of view.

In the Congressional *Globe* of April 6, 1852, Mr. Douglass presented the memorial of Henry O'Rielly, proposing a system of intercommunication by mail and telegraph, between the Atlantic and Pacific States. All he asks is permission to establish a telegraphic line from the Mississippi valley, where the wires now terminate, to the Pacific Ocean, and to be protected by a line of military posts, so that he can keep up the communication for the benefit both of the Government and of the public. Mr. O'Rielly states in this memorial, that within two years from this time, with this line completed, he would be able to deliver the European news, on the shores of the Pacific, within one week from the time it left the European Continent. The motion was referred to the Committee on Territories.

These are but a part of the advantages set forth in the bill, with a strong recommendation from the Committee for its passage.

The authorities of Newfoundland have granted to Mr. H. B. Tibbatts and associates, of New York, the exclusive right to construct and use the magnetic telegraph across that island, for the period of thirty years. The grant is designed to facilitate Mr. Tibbatts in his scheme, for the establishment of steam and telegraphic communication between New York and Liverpool or London, *in five days*. The telegraph is to extend from New York to St. Johns, from whence a line of steamers is to run to Galway, where another line of telegraph is to commence, extending to London.—*Appleton's Mechanics' Magazine.*

☞ The Report of the Ohio Board of Public Works, show a decrease in the receipts during 1852, compared with the previous year, of $167,577, or 19½ per cent.

NOTICES.

1. THE GEOLOGICAL SURVEY of Iowa, Wisconsin, and Minnesota, published by the Government, is a most valuable and interesting work. It is published in remarkably fine style, and does credit to the Government ar tists.

3. CAPTAIN STANSBURY'S REPORT on the Great Salt Lake is another most valuable memoir, published by the Topographical Bureau. Captain Stansbury has published a great deal of accurate and interesting information on the region of the Great Salt Lake.

3. THE CENSUS REPORT.—Mr. Kennedy, the Superintendent of the Census Bureau, has made his Report very instructive. There is much to be complained of, however, in the most unnecessary delay of the publication of the Census Returns.

The returns themselves will be highly useful to those who *know how to use them*; but that number is few. They are full of errors on some important points. We will endeavor, hereafter, to notice some of these errors.

AMERICAN AND FOREIGN RAILROAD IRON.—The Banker's Circular learns from a well authenticated statement, that American railroad iron, manufactured from American pig iron, is, in quality, superior, by almost three to one, to the imported article. The following is the test furnished, by the Engineer of the Reading Railroad, a route better calculated than any in the United States to try the qualities of iron rails:

Annual wear of English iron....	4 1-10 per cent.
Annual wear of American iron..	1 4-10 do
Difference in favor of American..	2 7-10

On lines principally for the conveyance of passengers, the wear is not so great, consequently the difference in favor of American iron is less; but the average disparity is about two to one in the wear, being the difference in cost for repairs. The Lowmoor iron, which stands highest in the estimation of our railroad managers, is far inferior in tenacity to ordinary American iron in use.

☞ Officers of Railroad Companies, Banks, and individuals in need of Bonds, Certificates, Bills, Notes, Plans, Maps, Seals, &c., &c., whether on steel, copper, or stone, are referred to the advertisements of Engravers and Lithographers in our columns, where will be found the cards of men experienced in the various branches of the calling, and capable of giving perfect satisfaction to all who may intrust them with orders.

MINING OPERATIONS.—Advices from Lake Superior to the 15th ultimo state that Cliff Mine No. 8, is paying a net profit to the company of $20,000 per month; and Minnesota mine from $10,000 to $15,000.

FLORIDA.—We learn from the Tallahasse Floridian, that the legislature of this State, at its last session, passed the following acts of incorporation, viz:

The Pensacola and Georgia Railroad Company, from Pensacola to any point on the Georgia State line.

The Pensacola and Mobile Bay Railroad Company.

The Pensacola Railroad Company, from any point on the Pensacola Bay, to the north line of the State, in the direction of Montgomery, Alabama.

Thus we see that Florida has wheeled into the line of railroad communications with her sister States.

COAL ON THE ROCKY MOUNTAINS.—The importance of finding coal, on the route to California and Oregon, cannot be overated. On that depends the establishment of such depots of fuel and machinery, as will be essential to railroad transportation. Fortunately, coal has been found in abundance, in the vicinity of the crest of the Rocky Mountains. Captain Stansbury, in his interesting report on the Great Salt Lake, mentions several localities of bituminous coal, on the tributaties of Bear river. It seems evident, that coal will be found, on the slopes of the Rocky Mountains, in ample quantities for future uses.

OHIO RAILROAD IRON.—We are glad to see a statement, that the *Cincinnati and Marietta Railroad Company* have contracted for the manufacture of 2,500 tons of the compound rail, at Hanging Rock, Ohio. At present prices, railroad iron can be made cheaper in Ohio, than it can be imported; and with the immense beds of iron and coal in this State, it will be disgraceful if we do not make it.

ICE SPRING OF THE ROCKY MOUNTAINS.—This is regarded as one of the great curiosities of the Ultra-West. It is situated in a marshy "swale," near the Sweetwater river, and about forty miles from the South Pass. The ground is filled with springs. About eighteen inches beneath the turf lies a smooth and horizontal sheet of ice, which remains the year round, protected by the soil and grass above.

TENNESSEE GENERAL BANKING LAW.—The new Banking Law of Tennessee is the same in its general features, with that of New York. Stocks of either the National or State Governments must be deposited, to secure the notes issued. With that security any one can bank. We notice that the "Bank of Knoxville" has been organized under the law which has been established, and is owned by Mr. Churchwell, member of Congress.

COPPER MINING.—By the Report of the Pittsburgh Copper Mining Company, it appears they have mined in 1852, 6,344,210 lbs. copper, which was sold for $145,987.

FOSSIL ELEPHANTS OF OHIO.—The followlowing account of some huge fossil remains lately discovered in the West, is from a recent number of the Zanesville (O.) Courier:

A highly interesting discovery of what is termed the "Fossil Elephant," was made yesterday, on the line of the Central Railroad, in the eastern portion of our city. The parts exhumed, and the appearance of the gravel bank in which this was found, indicate that an entire "Monster" of this species has been embedded in this place, the fossilliferous remains of which are in a natural and tolerably good state of preservation. This is the third of the same species that has been discovered in the same bank within a few years past, the leading features of each being distinctly marked, so as to prove that three, at least, of these extinct animals left their remains within the boundaries of this city.

The one found yesterday was in much the best condition; and may, when completely examined, show almost the entire bones and frame of the huge monster, much beyond, perhaps double the size of the living Asiatic or African elephant.

THE BLUE RIDGE RAILROAD.—This is a work, (to construct which, a company is chartered in South Carolina,) the object of which is to construct a road, from a point on the Columbus Railroad, through the Rabun Gap, in Georgia, to a point on the East Tennessee Railroad. The *effect* of this will be, (if the work goes on,) to make a more direct connection between South Carolina and the Valley of the Ohio. The Engineer has made a favorable report, and there seems a probability the road will be made.

RAILROAD AND ROUTE BOOK,
FOR THE SOUTH AND WEST.

The publishers would call the attentlon of Railroad Officers, Superintendents, and others interested, to the benefit that would ensue to their respective Roads, by having them correctly reported in this little Guide Book, which is issued quarterly, and as much oftener as the demand may require.

As it is the aim of the publishers to make this a *reliable* work for travelers, they would be glad to receive any information relative to Roads of the South and West, as often as any change may de made. Copies of the Route Book will be sent to any Railroad Company gratis, on application.

As a *medium of advertising* for Railroad Companies, it offers great inducements. Terms moderate.

J. A. & U. P. JAMES.
No. 176, *Walnut st.*

FOR RENT.

BRICK FOUNDRY,
IN COVINGTON, KY.,

ADJOINING the Morrell Works. The moulding room is one hundred feet by seventy, and a finishing shop seventy feet by thirty; three stories high.

MORRELL, SHOEMAKER & Co.,
No 64 Second street.

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No 64 Second St., one door west of Broadway.

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
No. 64 Second street.

BANKERS AND BROKERS.

ELLIS & MORTON,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

ENGRAVERS, &c.

Rawdon, Wright, Hatch & Co.,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to ordgr, of a superior puality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.



BANK NOTE ENGRAVING.
DANFORTH, BALD & Co.,
No. 34 East Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
Engraved in a style unsurpassed.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms.

TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., &c. New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. CHAS. A. JEWETT, Ag't.

MIDDLETON & WALLACE,

Lithographers and Engravers.

Railroad Bonds, Certificates, Maps, &c., &c., Views of Buildings, Show Cards, and Portraits.

No. 115 Odd Fellow's Building, Walnut street,

CINCINNATI, OHIO.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati.

HOTELS.

GIBSON HOUSE.

Walnut, between Fourth and Fifth Streets,

CINCINNATI, O.

Opened March 1st, 1852.

O. H. GEFFROY,.....*Proprietor.*

WALNUT STREET HOUSE.

Walnut Street, between Sixth and Seventh,

CINCINNATI, OHIO.

J. W. SWENEY,..... *Proprietor.*

☞ This House has recently been enlarged and refitted throughout.

WINNE HOUSE.

North-East corner of Third Street and Broadway,

CINCINNATI, OHIO.

K. WINNE,..... *Proprietor.*

☞ This new, elegant, and commodious Hotel is now open to the traveling public.

RAILROADS.

PENNSYLVANIA RAILROAD.

NOTICE TO EASTERN TRAVELERS.

A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massillon, Alliance, O., and Chicago, Ill, to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
" " Cleveland " 26 "
" " Pittsburgh " 19 "

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R., $16 30
Cleveland " " 10 00
Massillon " " 10 00
Pittsburgh " " 9 50
Cincinnati " (Cincinnati to Pittsburgh by steamboat,) 11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, JR., & CO., Cincinnati.

February, 1853.

Dayton, Xenia, and Belpre Railroad.

RAILROAD LETTING.

SEALED Proposals will be received at the office of the Dayton, Xenia, and Belpre Rail Road Company, at Dayton, until TUESDAY, March 15th next, at three o'clock in the afternoon, for the Graduation, Masonry, Bridging, Ballast, Ties, and Laying Track of the entire Line from Dayton to a point on the Cincinnati and Marietta Rail Road, (a distance, including side track, of about sixty miles.) The Contractor will furnish Ties and all materials, except the Rails, Spikes, and Chairs. Bids proposing to take stock and bonds of the Company, will be considered. Estimates will be made monthly The contractor will be required to place immediately on the work a large force, and complete the division between Dayton and Xenia in the shortest practicable time. Plans and specifications will be ready for examination by the 10th day of March.

E. F. DRAKE,
Pres't Dayton, Xenia, and Belpre R. R. Co.

Cincinnati and Indiana Railway.

NOTICE is hereby given, that books for subscription of stock in the above Company will be opened on WEDNESDAY, the 23d day of March next, at the office of Worthington & Matthews, in the city of Cincinnati, and at the offices of the Lawrenceburgh and Upper Mississippi Railroad Company, in Lawrenceburg and Indianapolis, in the State of Indiana.

HENRY HANNA,
HENRY VALLETTE,
PETER ZINN,
Feb. 15, 1853. G. H. DUNN.

TO CONTRACTORS.

HENDERSON AND NASHVILLE RAILROAD.

SEALED bids addressed to the President of the Henderson and Nashville Railroad Company, at Henderson, Ky., will be received and are invited until the 1st day of April, 1853, for the construction of that part of said road running from the town of Henderson, by the way of Madisonville and Hopkinsville, to Trenton, Todd county, Ky., in all about eighty-three miles. The bids may be made out on either or any of the following basis—

1. For the grubbing and grading, including the ditching, draining, cuts, fills, culverts, bridges, and turnouts complete, ready for the wooden superstructure, *of any one or more sections of the Road.*
2. The same, with the addition of the wooden superstructure ready for the iron rails
3. The same, with the iron rails, chairs, etc., ready for the rolling stock, including broken stone or gravel ballasting.
4. The same, with the depots, wood and water Stations, Engine and Car houses, offices, etc., complete for use, or,
5. Bids will be received as above for the construction of the *entire Road*, on the following basis:

1. For the grubbing and grading, including ditching, draining, cuts, fills, culverts, bridges, and turnouts complete, ready for the wooden superstructure.
2. The same, with the wooden superstructure.
3. The same, with the iron rails, chairs, and broken stone or gravel ballasting, ready for rolling stock, including wood and water stations, etc.
4. The same, with the full equipments of rolling stocks, depots, wood and water stations, engine and car houses and shops, offices, etc, complete, and the whole road and its equipments perfect and ready for use.

Complete drafts, maps, and profiles of the Road from Henderson, via Madisonville and Hopkinsville to Trenton, together with plans, estimates, and specifications of the work, may be seen by persons disposed to bid for the whole or any part of it, at the Henderson and Nashville Railroad Office, in Henderson, Ky, on and after the first day of March, 1853. Bidders will please give their Post Office address in their proposals

By a compact between the Henderson and Nashville Railroad Co., and the Edgefield and Kentucky Railroad Co., their roads are to be united at the Tennessee and Kentucky State line, and then form a continuous line of Railroad from Henderson on the Ohio, to Edgefield, on the Cumberland river immediately opposite to Nashville, a distance of only about *one hundred and forty miles.* When it is considered that at Nashville, through the Nashville and Chattanooga Railroad, this road connect with the whole system of Railroads and rivers leading to Charleston, Savannah, and the South Atlantic seaboard, and from thence by a Southern route of Railroads to all the Eastern and Northern cities, and that at Evansville, Indiana, only ten miles of perpetual navigation on the Ohio river distant from Henderson, it connects with the systems of Canals, Railroads, and Rivers which penetrate and drain the valleys of the Mississippi and the Lakes, and extend by a Northern route to the Eastern and North-eastern cities, it cannot be doubted that this is a most important road. But if it be taken into the account that it presents much the shortest, and owing to the remarkably favorable profile of the country, far the cheapest route for a railroad designed to connect these Northern and Southern Systems, that it penetrates the richest beds both of bituminous coal and iron ore heretofore valueless because land-locked—that it passes through an agricultural region of great fertility and remarkable beauty, and opens in the South Atlantic States by the shortest, speediest, cheapest, and best route, a market comparatively new, for the teeming products, especially provisions, of the valley of the Mississippi and the Lakes, its value and importance can not be over-estimated—that it will pay and pay richly both in dividends to the stockholders and in indirect profits to

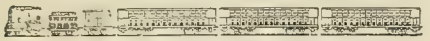
those whose residence gives them an interest in the means of transportation and travel which it will afford can not be doubted.

Any further or more detailed information asked either orally or by letter will at any time be cheerfully given.

By order of the Board of Directors of the H. & N. R. R. Co. ED. H. HOPKINS, Pres't.

Henderson and Nashville R. R. Co.

Cincinnati, Hamilton & Dayton R. R.



WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4 10 P. M.
" 4 P. M, " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8 32, with Eaton and Hamilton Railroad to Eaton — thence by stage to Richmond, Cambridge, etc —also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M , with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M , and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House. HENRY O. AMES,

Superintendent.

$200,000 SEVEN PER CENT. CONVERTIBLE BONDS OF THE NEW-CASTLE AND RICHMOND RAILROAD.

The undersigned offer for sale TWO HUNDRED SEVEN PER CENT. CONVERTIBLE BONDS for $1,000 each, of the NEW-CASTLE AND RICHMOND RAILROAD COMPANY, with Interest Coupons attached, payable semi-annually at the office of the Ohio Life Insurance and Trust Company, in New York. The Bonds are payable at the same place in fifteen years, and are convertible into the stock of the company within five years.

These Bonds are secured by a mortgage executed by the Company to George Carlisle, of Cincinnati, and Joseph B. Varnum, of New York, Trustees of the road from Richmond, in Wayne county, to New-Castle, in Henry county, including the superstructure, iron rails, depots, tolls, privileges, and franchises of the Company. This mortgage is the FIRST AND ONLY LIEN upon this section of the Road, which is a part of the great Trunk Railroad from Cincinnati to Chicago.

The New-Castle and Richmond Railroad extends from Richmond to Logansport, 103 miles, the whole of which is under contract, and about one thousand hands are now employed on the road.

The total amount of stock subscribed upon the whole road is $509,400. The stock applicable to the construction of the road from Richmond to New-Castle is $250,900.

This railroad passes through the most fertile, populous, and highly improved part of Ohio and Indiana, and it must become the great route for freight and travel between Cincinnati and Chicago and the Northwest.

The local business alone would be sufficient to made the road profitable. The counties of Indiana through which it runs, produce annually more than two millions of bushels of wheat, five millions of bushels of corn, one hundred and fifty thousand hogs, and fifteen thousand cattle, a large part of which must be transported to market on this road.

The iron rails for more than fifty miles of the road have been purchased. Ten miles of the road, from Richmond to Washington, will be completed and in operation in November next, which will make a continuous railroad of about 70 miles from Cincinnati, by way of Hamilton, Eaton, and Richmond.

The holders of the bonds will have for their security the obligations of the company, with subscription of stock to the amount of more than half a million of dollars, and a mortgage upon the road from Richmond to New-Castle, with the iron rails, superstructure, tolls, and franchises of the company. CARPENTER & VERMILYE,

44 Wall street.

CAMMANN WHITEHOUSE & Co.,

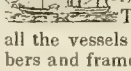
56 Wall street.

STEAMBOATS.

NEW ORLEANS AND TEXAS U. S. MAIL LINE

LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
Texas.....1400 " ....Capt. James Lawless,
Perseverance.1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M , punctually, from the foot of Julia street. Taking passengers for

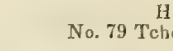
Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

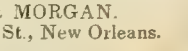
For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.

No. 79 Tchoupitoulas St., New Orleans.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M.

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, Jr., & Co.,

22 Broadway, Cincinnati.

CINCINNATI AND MADISON DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,

FORWARDING MERCHANTS,

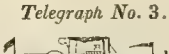
STEAMBOAT TRANSPORTATION AGENTS,

No. 22 Broadway, Cincinnati.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

Land at all intermediate points.

ROGERS & SHERLOCK,

No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
Wm. DWYER, St, Louis.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—Now in store.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—500 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality brands, offered to the trade at prices justifying purchases for fall sales.

For sale by TYLER DAVIDSON & CO.,
140 and 142 Main street.

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in script dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

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FOR RAILROAD CARS.

THE attention of those engaged in building and using Railroad Cars is called to this

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As possessing numerous advantages over all others. Among which we enumerate the following:

First. The original cost is much less.
Secondly. It saves seventy-five per cent. in oil.
Thirdly. No dust can gain access to the journal.
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Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars
Seventhly The trucks and wheels are free from oil and dirt usually seen on railroad cars.

The following Testimonials from a few of the Roads using these Axles are offered, viz.:

This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

The bearings may be removed from the journals of an eight wheel car, examined, and returned to their places, by one man, occupying but twenty minutes, which would require two men half a day with the common boxes in use in New England.

For economy and convenience, Mr. Lightner's patent axle boxes excel any thing which has hitherto been applied to Railway Cars.

Signed, PAGE LOVEJOY,
Supt. Car Building and Repairs
Old Colony R. R. Co.

Office of the Fitchburg & Worcester R. R.
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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures and Statistics.

No. 2. CINCINNATI, THURSDAY, MARCH 10, 1853. Vol. 1.

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J. A. & U. P. JAMES,

N. 167 Walnut Street,

CINCINNATI, OHIO.

For Prospectus, Terms of Advertising—see the last column of the last page.

VALLEY OF THE MIAMIS, AND THE CITY OF CINCINNATI—RAILROADS.

In our last, we gave the general features of the Valley of the Mississippi. We shall from time to time, sketch the outlines of these smaller valleys, which make up the whole. Of these, that of the Miamis is for its fertility, its industry, wealth, and population, conspicuous. The two Miamis, though small rivers, flow through a country, more than one hundred miles in extent, and terminating on the Ohio but twenty five miles apart, fertilize that section in an extraordinary manner. Between these mouths, and exactly within this fertile region, lies the city of Cincinnati, now the largest interior town of America. It concentrates in itself all the production and wealth of the Miamis, besides that trade and business, which it carries on with the whole Mississippi Valley. The first, and most important support of Cincinnati is unquestionably the Miami Valley, and we will trace briefly its topographical and productive elements.

The Miami Valley extends east to the waters which flow into the Scioto, north to the summit, between the Miami and the Maumee, and west to the Indiana Line. The district comprehends fifteen counties, and 7,500 square miles. This is just the same *surface*, as Massachusetts, and contains about five millions of acres of land. Cincinnati and Ohio are, but about one *fourth* as old as Boston and Massachusetts, yet Cincinnati is about as large as Boston, and the surface of the Miami country will, in another generation, beyond doubt contain a much denser population than that of Massachusetts. Below is the table of population in the Miami valley, given in 1840, and estimated for 1853, from the census of 1850.

	1840.	1853.
Butler	28,173	31,800
Brown	22,715	29,000
Clarke	16,882	24,100
Clermont	23,106	33,200
Champaign	16,720	21,200
Clinton	15,919	20,100
Darke	13,282	23,150
Greene	17,528	23,500
Hamilton	80,145	205,000
Logan	14,015	20,500
Miami	19,668	27,800
Montgomery	31,038	42,500
Preble	19,482	22,500
Shelby	12,154	14,400
Warren	23,141	26,350
Total,	353,708	565,100

The increase of the Miami country in the last thirteen years, has been 60 per cent.—More than half of this has been in the county of Hamilton, which contains the city of Cincinnati. The growth of Cincinnati has been thus:

In 1840	46,382
In 1850	115,438
In 1853	160,186

The principal towns in the Miami country, other than Cincinnati, are Dayton, Hamilton, Xenia, and Springfield. The growth of those towns collectively, has been as follows:

In 1840	12,124
In 1850	25,127
In 1853	28,600

The CONCENTRATION of RAILROADS at Cincinnati is already greatly and rapidly increasing, not only the business and population of Cincinnati, but of the entire Miami country. As yet there are but two long lines *completed*; but there are undertaken, and some of them nearly finished, a great number spreading over the Ohio Valley, and branching to, and connecting with others running over the entire country.

The *two* completed lines are, the Little Miami and Cleveland lines, making a whole of 254 miles in length; and the Dayton and Mad River line, 215 miles in length. The former, however, connects with the Central Railroad; the Ohio and Pennsylvania; the Cleveland and Wellsville; the Lake Shore, and the Mansfield, and Sandusky roads, making in all many hundred miles in addition; the Dayton road connects with the Eaton and with the Western roads. Besides these lines and their branches, there are *twelve other railroads* commenced, and some of them already graded, whose termination is in Cincinnati. *Five* of those lines come from the West—Indiana; *five* from Ohio—north and east; and *two* from Kentucky. There are other lines talked of, but not yet undertaken. In the Miami country, proper, there are twelve railroads centering at Cincinnati, either finished, commenced, or advertised for contracts; viz:

Hamilton, Dayton, and Troy	83 miles.
Mad River to Bellefontaine	56 "
Eaton branch	26 "
Western	36 "
Dayton and Greenville	33 "
* Dayton Short Line	52 "
* Lebanon and Xenia	50 "
Little Miami	84 "
† Wilmington and Circleville	40 "
Cincinnati and Marietta to Greenfield	66 "
‡ Dayton, Xenia, and Belpre	60 "
Hillsborough	37 "
Total	621 "

* These works are both stated to be under contract.

† The Wilmington and Circleville Railroad is counted in the above only from Morrow to Washington, Fayette Co.

‡ The Xenia and Belpre Railroad is advertised for contract.

In the above account there are several parts of railroads, such as 20 miles of the Ohio and Mississippi, the Junction Railroad, &c., left out. Altogether, we may consider, that there are nearly 700 miles of railway completed, or undertaken in the Valley of the Miamis.—This is more than two thirds the whole length of railways in the State of Massachusets.—In that State there is a mile of railway to each eight square miles of surface. The cost of roads there has, however, been double what they cost in Ohio. Looking to population on one hand, and cost on the other, we have not yet reached (supposing all undertaken to be finished,) the proportion of railways which exists in Massachusetts. But, we should remember also, that their railway stock has *reached the limitation of profit.* Not more than half the New England Railway Stocks sell at par.

It is obvious from the above facts, that while the growth of the Miami country has been unexampled, we cannot undertake many more railroads at present, without great danger of impairing the value of existing railway property; and creating a debt which yeilds no profit. This we say by way of *caution.* No abundance of money will make that profitable, which in itself is useless.

Railroads.

ILLINOIS CENTRAL RAILROAD.

This gigantic undertaking, main trunk and branches, is 706 miles and 12 chains in length, passing through a country, than which none could be better adapted for building railroads cheaply. The Engineer's report informs us that of the total length, 627 miles will be straight road, 238 miles will be level; on 113 miles the grade will be less than 10 feet to the mile; on 118 miles, from 10 to 20 feet; on 79 miles, from 20 to 30 feet; on 132 miles, from 30 to 40 feet; and on 7½ miles, 42 feet to the mile. The main trunk runs nearly north and south from LaSalle, on the Illinois, to Cairo, on the Ohio. The principal branch diverges from the main trunk in Marion Co., some five miles south of a direct east line, and distant from St. Louis,50 to 60 miles and runs directly to Chicago; another branch, or rather, extension of the main trunk, commences at LaSalle, and passes through Dixon, intersecting the Chicago and Galena Union Road to Galena and Dubuque at Freeport.

It was commenced in December, 1851; the main trunk is expected to be completed in the spring of 1855, and the branches in 1859, as provided in the charter. The whole line is now under contract, and is being vigorously prosecuted.

It is laid out upon lands ceded to Illinois by the General Government for railroad purposes, and by the State deeded to this company in trust, to the amount of 2,684,160 acres, which are now estimated at about $22,000,000 in value and form the basis of this undertaking.

The share capital of the Company is $14,000,000, the first instalment of which, $5 per share, was payable in December last. The amount of Construction Bonds is $9,000,000, of which, $5,000,000 have been taken in this country, and the remainder in England. In addition to this, the contractors have taken $1,785,000. Making an aggregate of indebtedness of $10,785,000, to be paid and liquidated by the sale of the lands of the company, valued at $22,000,000. The road will then be held clear gain to the stockholders. Some 68,000 tons of heavy T rail were purchased previous to the rise in iron.

The charter of the company is perpetual, and for the lands the Company pays the State a bonus of seven per cent. annually upon its receipts, for ever.

The stock of the Company, (of which there is none offering for sale,) is worth 150, or 50 per cent. above par, while its bonds, bearing seven per cent. interest, *but not convertible into stock*, and payable in 1875, are worth par.

Running from Chicago at the north-east, and Galena at the north-west, through the entire length of the State, to Cairo, its southernmost extremity, it crosses and intersects numerous other roads crossing the State from east to west. Among these the most important are, "the Ohio and Mississippi Railroad," which crosses the Central Road, (both main trunk and branch, four miles apart,) five miles north of the diverging point of the principal branch from the main trunk in Marion county. "The Terre Haute and Alton Road," which crosses the main trunk in Christian county, and the branch in Coles county; and the Terre Haute and Springfield Road, which crosses the branch in Coles county also, and the main trunk in Decatur county. At Bloomington the trunk line is intersected by the Chicago and Mississippi Road, (from Chicago to Alton.) In Iriquois and Will counties the Branch road is crossed by a number of roads from Northern Indiana. At LaSalle, the center of quite a system of roads east and west, the northern branch to Galena and Dubuque commences, and unites with the Galena and Chicago Union Road at Freeport, thus making direct connections with almost every other road in the State.

The immense influence that this road is destined to exert upon the prosperity of Illinois must be apparent to every one. In the language of David A. Neal, Esq., Vice President of the Company, "If to make two blades of grass grow where but one grew before, be worthy of the high commendation of the philosopher and patriot, it will not be deemed an act altogether unimportant or useless to the country to open to the approach of industry, millions of acres of the most fertile soil the sun ever shone upon, and to make available at once the alluvial deposits of ages. An enterprise that will thus bring into use wealth heretofore buried; that will lighten the burden, while it will increase the rewards of labor; that will add to the resources of the poor, and offer new and valuable investments to the rich, will hardly want friends when such pretensions shall be established."

The geographical character of Illinois has not been favorable to a rapid development of its resources. All its natural means for heavy transportation are upon its outward borders, as the Mississippi on the west, Lake Michigan on the north-east, and the Wabash upon the east. The Illinois river, it is true, intersects the State, but it is usually frozen in winter, and so low in summer as to be almost useless for the purposes of navigation. It must therefore depend upon railroads to supply this natural deficiency. And the peculiar formation of this country makes it, perhaps more than any other in the world, the place for the location of railroads. Its topographical character is extremely favorable to their construction. On its vast prairies the levels are already formed, the embankments and ditches may be made by turning the sods from the sides to the center; there are few streams to cross, no rock to blast, no mountains to perforate, and no large estates through which to purchase the right of way at enormous rates. The only drawback to the facilities for railroad building is the scarcity of wood and stone; but making every allowance for this, the balance is still largely in its favor; and when these means of rapid and cheap inter-communication between distant points afforded by the *iron rail* shall be completed, Illinois will rank among the first, if it be not the first, of the producing States. But notwithstanding the decided stand the Legislature has taken upon "*State policy*," the inevitable result of the completion of these roads must be a rapid change in the locality of concentrating points of travel and transportation, particularly where the carrying trade has been heretofore dependent upon the uncertainties of river navigation.

In addition to the impetus which the opening of such an extent of railroads as are now in progress in Illinois, will give to its trade, there are other considerations of great moment connected therewith, namely, the increase in the *effective* value of property. In the crisis of 1836–7, no State of the West felt its disastrous effects more deeply, or suffered more acutely than did Illinois; her

credit was gone, money could not be had, consequently property could be sold only at ruinous sacrifices. But after a lethargic, though recuperative, slumber of some half a score of years, during which her population has steadily increased, under the reviving influence of the railroad movement there are none of her lands but have advanced more than one hundred, and a large portion of it five to eight hundred per cent. in value. Indeed, no State of the Union furnishes a better illustration of the reciprocal benefits derived by railroads from lands, and by lands from railroads.

Ere the commencement of railroad improvements, government land, except in the vicinity of towns and cities, was a drug at the *minimum* price of $1.25 per acre; but since by means of railroads the products of the interior, heretofore excluded for want of means of transportation, can be sent to market and sold at, not only remunerative, but profitable prices, lands heretofore valueless for agricultural purposes have become valuable, and are eagerly sought after by farmers.

During the late government sales of wild lands in the vicinity of the Kankakee river, near the line of railroads, prices ranged from $2.50 to $7 per acre. Nor is this activity confined to government lands; the rise is more appareut still in the sales of private lands. In Lee county, lands held in 1842 at $3 per acre, sold in 1852, at auction, for $7. In Cook county, 25 acres sold in 1845 for $300; resold in 1847 for $1200; was again sold in 1852 for $12090. In Stephenson Co., 1200 acres, offered in 1849 at $3, sold in May, 1852, at $6 per acre; and in Ogle county, 300 acres bought in 1850 for $2100, sold in 1852 for $4000.

Though at the first glance it would seem that the Federal Government would be a loser in thus giving away the public domain, yet is it largely the gainer by so doing. The state of Illinois received, in round numbers, 2,600,000 acres, which in time might have been sold for $3,300,000, and together with the same quantity (alternate sections) reserved, would have sold for $6,600,000. But now the *reserved portion* is selling at an average of $5 per acre, netting, at least calculation, $15,000,000, for the reserved portion alone, being $8,400,000, more than could have been obtained for the whole had the railroad not been built; and while the operation has proved thus profitable to the general government, it has been greatly more so to the individuals concerned, as well as tended largely to increase the population, and to the development of the resources of the State, thus enriching itself as well as the government and individuals concerned.

THE receipts of the L. M. Railroad Co., for freights and passengers, for the month of February, were over $68,000.

OHIO AND INDIANA RAILROAD.

This important Road in the northern connection of the east and west is progressing well. It extends from Crestline on the Columbus and Cleveland Road, to Fort Wayne, Ind., a distance of 131 miles. The superstructure will be ready for the iron about June next, and it is expected that the entire line will be in operation by the early part of January of next year. The iron has been purchased; the estimated cost of the road, equipped for business is $1,840,000.

At Fort Wayne it connects with a system of roads leading to almost every point of the compass. A continuous line, however, direct to Chicago is now under contract, and when completed will open a direct communication between Chicago and the eastern cities.

Being a link in this great chain of intercommunication between important distant cities, the value of the stock and bonds of this Road for permanent investment can not but be apparent to every one.

CINCINNATI AND MARIETTA RAILROAD.

This work is now in rapid progress, under favorable circumstances. The recent subscription of the Pennsylvania Railroad Company, for $750,000, and that of the city of Wheeling, for $250,000; for the purpose of continuing the line from Marietta to Wheeling, renders the construction of that part certain. The company has a very large solid capital, and will be able to command ample means to accomplish its work.

The general elements of the work, and its present condition, are as follows:—

1. Its extent is from Cincinnati to Wheeling, via Greenfield, Chillicothe, Athens, Belpre, Marietta, and Wheeling.

The several distances, as at present surveyed are,

From Cincinnati to Greenfield,	65 miles.
Greenfield to Chillicothe,	22 "
Chillicothe to Byers,	24 "
Byers to Athens,	34 "
Athens to Belpre,	33 "
To Belpre,	178

Between Athens and Belpre the road forks, making two prongs on the Ohio river, at Belpre, and Marietta respectively. To Marietta is 4½ miles further from the forks; making to Marietta 182½ miles. The whole road to Wheeling is very nearly thus:

To Marietta	182½ miles.
Marietta to Wheeling	72 "
Total	254½

In actual construction there will of course be some variation—but not we suppose, materially changing the aggregate.

2. Construction.—From a point some 30 miles west of Greenfield, to Byers, some 75 miles, was put under contract more than a year since, and a large part of the grading and masonry is finished.

From Cincinnati to Byers, in Vinton Co., the Company, as we learn from the President, intend to have the road in running order in November, 1853. The distance to Vinton county will be about 111 miles. At that point, or neighborhood, a company has already leased coal lands, for the purpose of mining coal for market. The remainder of the line to Marietta, was recently put under contract, and the engineer, Mr. Kennedy, is now engaged in completing the surverys between Marietta and Wheeling, and also, at the Cincinnati end, that the entire work may be finished, as early as possible.

3. *Capital and means.* The chartered capital of the Company is $6,000,000, and it is supposed, that including the entire equipment, (machinery and depots,) it will require nearly that amount to complete it. The capital of the Company has been raised in the following manner, viz:

Ross county	$300,000
City of Chillicothe	50,000
Athens county	200,000
Washington county	200,000
Marietta	100,000
Harmar	50,000
Individual subscriptions, including contractors	1,000,000
Pennsylvania C. R. R.	750,000
City of Wheeling	250,000
Rights of way and depot ground obtained	150,000
	$3,050,000
Issue of bonds	2,500,000
Total means	$5,550,000

As the bonds of the Company are saleable, at good prices, there is nothing to be deducted from the above, except commissions and interest. This Company may, therefore, be considered as beyond contingencies.

4. *Iron and Laying.* The Company at the period of low prices for iron, contracted for 8000 tons of iron rail, of the compound pattern; upon which there was a large saving, as compared with present prices. Recently the Company has contracted for 2500 tons of the same kind of rail, to be made at the Hanging Rock Furnace, Lawrence county, Ohio.

This 10,500 tons will lay the track from Cincinnati to the coal mines.

The compound rail has not yet been laid on an entire road. It is of the Winslow patent, and is supposed by competent judges to be the best. It must be remarked, that this rail is 75 lbs. to the yard; which is heavier than any railroad iron we know of; and 15 lbs. per yard heavier than that of any we have recently seen contracted for. Those who know the effect of *heavy* iron, for the solidity and security of railroads, will perceive that this fact will go far toward making this work one of the very best in the country.

The Sandusky Register states that the railway from that city to Cleveland will be ready for passengers in sixty or ninety days. Six first class locomotives, and a full complement of passenger cars to be ready for the "opening."

ILLINOIS RAILROADS.

We extract the following from the N. Y. Daily Times.

To the Editor of the N. Y. Daily Times.

SPRINGFIELD, Monday, Feb. 14, 1853.

The Legislature of this State adjourned this morning, at 7 o'clock, after passing six hundred and thirty six bills, most of which are of a local character, but many of them have an important bearing upon the general interests of the State. A large portion of the time of the Legislature has been devoted to the passing of railroad charters, and amendments to railroad charters in different portions of the State. But the principal topic of discussion and excitement during the session, has been the strife between the Alton and Terre Haute railroad interest, and what is known in this State as the John Brough railroad interest. Both parties have been here in strong force during the whole session, and the result is that Mr. Brough has been defeated by a very decided vote, in his effort to obtain an act to legalize his organization, and to enable him to condemn the right of way for his direct line from Terre Haute to Illinoistown, opposite St. Louis, a considerable amount of which he cannot obtain without the passage of such a law, as it is held by parties who are hostile to his road.

The "State policy" doctrine has been most decidedly sustained by the action of the Legislature upon this subject, and there is no doubt that it will continue to be sustained until the railroad interests centering on the east bank of the Mississippi, opposite St. Louis, shall demonstrate to the Legislature, and to the people of the State, that it will be much easier to build up an important city at that point than at Alton. The completion of the Ohio and Mississippi Railroad, and the Belleville and Illinoistown Railroad during the ensuing year; the extension of the Belleville road northerly to intersect the Alton and Terre Haute, and the Chicago and Mississippi Railroads at or near Alton, and its extension southerly to intersect the Illinois Central Railroad in the direction of Cairo and New Orleans, together with the extra track which may be laid by the Ohio and Mississippi Railroad Company from Illinoistown to the junction of their road with the Central road at Salem, which, with that portion of the Central road between Salem and Rivington, and a branch from Ewington to Terre Haute, will form a very direct route from Illinoistown to Terre Haute, all of which will probably be accomplished within the next two years, must inevitably result in building up a large and flourishing town opposite St. Louis, which, although it may not need the aid of State policy for its protection, will have a right, and perhaps the power to obtain as much protection from the hands of the Legislature as is now extended to the city of Alton.

PENNSYLVANIA.—We learn by telegraph from Harrisburg, that in the Senate the Railway Committee reported the Hempfield subscription Bill with a proviso requiring a grant of the right of way to the Steubenville Railroad.

The House Bill, authorising the Pennsylvania Railroad to run cars over the Columbia Road, was passed with an amendment, nullifying the Bingham Dock contract.

PITTSBURGH AND CONNELLSVILLE R. R.

This work is to connect Pittsburg, via Connellsville, with the Baltimore and Ohio Railroad, at Cumberland. Mr. Felden, of Boston, an Engineer, thus speaks of it:

"I can not at this time answer your questions as an Engineer, I know enough, however, of the general line, and especially from the surveys and estimates you furnished me with, and the very high standing of your Engineers on the preliminary line, to be willing to state that if you desire it, and will raise $2,000,000 in cash, and will pledge the stock of the company to bear six per cent. interest guaranteed, I think parties can be found who would take the entire work complete at about $4,000,000, one half stock and one half cash, or all cash. The stock would be regarded as a good investment, and could, in the opinion of men of experience be readily converted into money, provided no bonds are issued by the company. At present, I can only give in most general terms, the grounds on which I venture to make such an assertion. The road can be built complete, at a handsome profit, for $4,000,000, taking Engineer Latrobe's estimates as a basis. And with regard to the $2,000,000 in stock, I think that the project presented possesses attractions rarely to be met with in projected enterprises of the kind. And if you have not already commenced vigorous action, I think the sooner you begin the better. For with the matter rightly viewed there can be no difficulty in securing responsible subscriptions to the full amount of money requisite to put the road under contract at an early day.

ALLEGHENY VALLEY RAILROAD. The whole of this road having been put under contract, and the stock nearly all taken, nothing remains but to push on the work to completion as fast as men and money can do it. GEO. R. EICHBAUM, Esq., Associate Engineer, will proceed immediately to graduate the line from this city to Kittanning, and also complete the surveys and location north of the latter place. Thus the entire line will be entered upon by the contractors as fast as it is possible to fix the permanent location.

The northern terminus will be at or near Ceres, in the north-east corner of McKean Co., near to the New York line, at which place it will connect with the New York and Erie road, the road to Rochester, and the Binghampton and Albany road, the last of which will give us almost a direct connection with the latter city and with Boston. The Buffalo road will intersect the Allegheny Valley road a few miles south of Smethport, in McKean county. The latter road will cross the Allegheny river at Burton, five miles below Olean. From these briefly stated particulars, some idea may be had of the widely extended and important commercial connection this road will give us—with Lake Erie at Dunkirk and Buffalo; Lake Ontario at Rochester; both Canadas; the valley of the St. Lawrence; and with all the States and cities of the Union north of Pennsylvania. It is not surprising, therefore, that the stock of this road has been so rapidly disposed of.

It is not true, as has been rumored, that the stock is *all* taken. The books are still open and Mr. Logan will be happy to take any further subscriptions that may be offered. When the books close, the fact will be officially announced.—*Pittsburgh Gazette.*

OPENING OF THE OHIO AND PENNSYLVANIA RAILROAD TO LOUDONVILLE.—On Thursday afternoon last a goodly number of the citizens of Wooster, and others, left Wooster on the cars, at a quarter past three, P. M., to unite with the citizens of Loudonville in celebrating the formal opening of the Ohio and Pennsylvania Railroad to that place. In one hour and five minutes the cars arrived at Loudonville, a distance of 21½ miles. The road, considering that it is almost entirely new, and much of the track having been laid during high waters and unfavorable weather, is certainly in a very good condition. Messrs. Baily, Broad & Co., contractors for laying the track on this portion of the road, deserve the highest credit for their energy, perseverance and promptness in completing this section of the road as they have done.

On their arrival at Loudonville, the guests found prepared, by the host of the Howard House an elegant supper.

LAFAYETTE AND INDIANAPOLIS ROAD.—This road has been opened but a short time, mainly for passengers, and has been doing a very good local business. Last week they carried through from Indianapolis and Lafayette 352 passengers and 558 way passengers, averaging 151 a day, yielding $1105. The travel is on the increase, and will increase more rapidly now that the line is run by Union and Greenville to Cincinnati, and will be largely increased next summer, when the connecting lines East through Ohio, and North to Michigan city, Chicago, &c., are completed.—A large amount of freight is ready for the road, though nothing will be attempted in freight business until the road is more completely ballasted.

THE PACIFIC RAILROAD.—The first Locomotive ever started west of the Mississippi—the pioneer in whose tracks others will soon follow, left St. Louis on Tuesday, Dec. 7, 1852, amid a large concourse of spectators, and proceeded about four miles, as far as the iron was laid, with the officers of the Road, and a number of invited guests.

The day and event will long be remembered; and those who were so fortunate as to be eye-witness of the starting of the first train, on the western shores of the Mississippi, may feel justly proud of the circumstance.

LARGE CONTRACT FOR RAILROAD IRON.—The Allegheny Valley Railroad Company have just contracted for 12,000 tons of railroad iron for their road, at $60 per ton. The iron is to be manufactured at some point on the line of the road, of Allegheny metal, and the contractors have given ample security. They will erect entirely new works for the purpose, and will put up a splendid mill as soon as possible.

STATISTICS OF ENGLISH RAILWAYS. In 1852, there were £239,467,453 invested in railroads in the United Kingdom. This is equal to above $1,200,000,000.

The average cost of railroads is £34630 per mile. Equal to about $175,000. This is enormous as compared with the cost of construction in this country.

The total receipts of these roads, in 1852, were £15,089,310 equal to about $75,000,000.

RECIPROCAL BENEFITS OF LAND AND R. R.

Since experience has fully demonstrated that railroads are destined to become the principal means of inland travel and transportation from point to point, throughout the United States especially, it may be well to consider what bearing the constructing of railroads may have upon the value of lands (farms particularly,) through which they may pass; and what effect the extension of these facilities for transportation *must* have upon the price of produce *at home*.

Farmers are often called upon to grant the right of way for these roads, and many hesitate to do so, fearing that they will be loosers rather than gainers thereby. To such, in addition to the article in our columns upon "The Illinois Central Railroad," where the subject is incidentally touched upon, we would commend the following article, from the *Newark, N. J. Mercury*, to their special attention:

EFFECTS OF RAILROADS UPON THE PRICE OF LANDS AND FARMING PRODUCE.—It has been estimated, by those whose observation has qualified them to judge correctly, that the increase in the value of a strip of land three miles wide, through which a railroad is constructed, is sufficient to build and stock it. The experience of the whole country has proved that this estimate is not extravagant. Every mile of a strip of land three miles wide, one a half miles on each side of the road, will contain 1,920 acres. The average increase in the price of such a strip of land, has been not far from $15 an acre, in new and thinly settled districts of country, it has been much more in many instances. This would be equal to $20,000 increase to every mile of road; or in other words, if the farmers or owners of this strip of country should themselves build the road, their land would be worth enough more to pay the whole expense of construction, and they would own the road besides. If railroads, therefore, conferred no other benefits upon farmers than this great addition to their wealth, they will see that they are more deeply interested in their construction than any other class of the community. They receive a direct, positive, tangible advantage in the immediate rise in the value of their property.

But there are other advantages to the farming interest beside the rise in the value of their farms. The products of a farm situated at any considerable distance from a market, where ordinary roads have to be depended upon, are of little value to the producer, but railroads at once give them a ready access to market, at good prices and quick sales. The experience of farmers near the great center of population, is a sufficient proof of the great advantages of railroads in this point of view. Indeed, no one has any doubt of it. The reasons for it are too obvious to need proof or argument.

Now, if this be truth, and there can be no doubt of its veracity, does it not present an unanswerable argument in favor, not only of the farmers granting the right of way, but also of his becoming, to the extent of his means, a shareholder in the roads of his neighborhood? If a farmer owns 100 acres of land, worth 8 to 10 dollars per acre, and the constructing of a railway through it would increase its value from two-thirds to double its original cost, what would be thought of him should he refuse the right of way to such road? We trust there are few such farmers in this enlightened age.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.—At a meeting of the represetatives of the railroads constituting the line from Cleveland to Cincinnati, held on the 23d ult., the following rates of fare were adopted, to take effect on the first of April:

Cincinnati to Buffalo per R. R, not decided	$
" " " " boat from Cleveland	7 50
Cincinnati to Cleveland	6 00
" " Columbus	3 00
Cleveland " "	3 40
" " Shelby	1 75
Columbus " "	1 75

Three daily trains will be run between Cincinnati and Cleveland.

Commerce.

PRODUCTION OF THE PRECIOUS METALS IN 1853---THE FUTURE OF GOLD.

The extraordinary production of gold, at the present time, renders it an interesting problem, to ascertain how this production compares with (what we may not improperly call) the *crop* of gold at other periods; and whether this crop is likely to continue as large. If it be true, that the production of gold is now greater than ever, and that it is likely to continue for a series of years equally as great, then the financial questions, as to the amount and kind of currency necessary or convenient for commerce, must all assume a new shape and form. There will be a *new era* in commerce. The first thing to be ascertained is, the relative supply of gold at different periods. We know of no better authorities on this subject, than Jacob and McCullough, and according to them, we have the following results:

The whole *average annual supply* of precious metals from America, as stated in Humboldt's *New Spain* was:

From 1500 to 1545	$3,000,000
" 1545 to 1600	11,000,000
" 1600 to 1706	16,000,000
" 1700 to 1750	22,500,000
" 1750 to 1800	35,300,000

The production of the mines of America gradually increased till 1809 or 1810, when the highest annual average was about $43,000,000. From that time, the supply of precious metals from America, or rather Spanish America, has diminished till within a very few years. There is now a probability that the old mines of Mexico, and South America, will be worked with new vigor, and furnish new supplies. The important *fact* to be noticed here is, that the *entire product* of both silver and gold in America, which was supposed to have produced so great a change, in the value of money, *never reached annually the supply now furnished by California alone.*

From the year 1800 to 1830, the *total supply* of precious metals in the world, (at least the world of commerce,) rapidly diminished. Thus:

Ten years ending 1799	$312,925,000
" " " 1809	297,735,000
" " " 1819	169,540,000
" " " 1829	157,320,000

Allowing for all errors, the annual supply could not have reached, for *ten years together*, more than about *forty millions* per annum; and that in 1830, it must have fallen as low as *twenty millions*. Since 1830, however, there has been a gradual increase, till 1850, when the gold crop of California has carried the production of precious metals beyond any thing known in the previous history of the world.

After 1830, the production of the Russia gold mines began gradually to increase, till in 1835, Mr. McCullough estimated the entire *annual* supply of precious metals at *thirty millions* of dollars, which was nearly double his estimate for the period between 1820 and and 1830. One important fact to be noticed in the metalic revolution going on, is that in 1830, *four-fifths* of the amount of precious metals produced was silver. Now the result is exactly reversed.

But let us look into the *relative* production, at different periods, and ascertain in what relation we stand to the bullion currency, as compared with other periods of time. In the first place, what was the production of precious metals in 1852? Very nearly, it was, as follows:

Gold production of California	$50,000,000
" " " Australia	20,000,000
" " " Russia mines	15,000,000
Silver production of Mexico and South America	10,000,000
Gold and silver from the other sources	5,000,000
Production of 1852	$100,000,060

Now, on this state of facts, two things are to be observed:

1st. The change in the *relative* supply of gold and silver.

In 1830 gold was to silver	1 to 4
In 1852 " " " "	8 to 1

It is, therefore, impossible that silver shall long preserve anything like an intrinsic equality with gold; nor can any art (save a very great and un-commercial alloy,) keep it in market on equal terms.

2d. The supply of precious metals is considerably more than doubled since 1830; and the annual supply is now 120 per cent. above the highest mark reached since the Christian era.

The vast magnitude of this fact, as an element of commercial revolution can hardly be estimated, and it will appear of still greater consequence, when we consider that the sup-

ply of precious metals is still farther to be increased. The consideration of that part of our subject, we reserve for another article. In the meanwhile, let us look at the probable supply for 1853. There is nothing now known to diminish the supply of either the California or Russia mines. On the other hand, a new stimulus has been given to the silver mines of Mexico and South America, so that they are likely to produce an increased amount. The great feature, however, in the market of precious metals, is the newly discovered mines of Australia. Looking to the latest and most authentic accounts, we are compelled to believe that the gold mines there are quite as rich, and quite as unlimited as those of California. Indeed, the first supplies have been larger in proportion to time and power employed, than were those of California. Taking the known elements of supply into view, we estimate the production of precious metals in 1853, thus:

California gold	$50,000,000
Australia "	50,000,000
Russia "	15,000,000
Mexico and South America, silver	12,000,000
Other sources	3,000,000
Aggregate	$130,000,000

This is 30 per cent. upon last year's supply, and we have no doubt is, if any thing different from the truth, below the mark.

The *effect* of this vastly increased production of bullion on the amount of currency; the rate of prices, and the evolutions of commerce, we shall consider hereafter.

SALES OF RAILROAD BONDS.

February 16.—Sale in New York of $800,000 of the Catawissa and Williamsport Railroad Bonds, at $92,10—$800,000.

February 21.—Sale in Baltimore of $1,250,000 of the Baltimore and Ohio Railroad Bonds, at $92,20—$1,250,000.

February 20.—Sale in Baltimore of $500,000 of the Bonds of the York and Cumberland Railroad, guaranteed by the city of Baltimore at $103—$500,000.

March 1.—Sale in New York of the Parkersburg, or North Western Railway Bonds, $2,500,000, guaranteed, partly by the city of Baltimore, and partly by the Baltimore and Ohio Railroad, at $100,40—$2,500,000.

The above sales between the 15th of February and 2nd of March — two weeks — amount to *five millions and fifty thousand dollars*, and is not we think, (including Boston private sales) much beyond the average sales of Railroad Bonds in this country. We shall endeavor to present an accurate record of these transactions.

NASHVILLE AND CHATTANOOGA RAILROAD is completed, and cars running on it to within three miles of the Tennessee river. Passengers are landed in Charleston, S. C., in less than three days from Nashville—the whole distance, with the exception of three miles alluded to, by railroad and steamboats.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
New York and Erie	1st mortgage, not convertible	7	1867	117	
Do do	2d " convertible	7	1859	108	110
Do do	Income, not convertible	7	1855	96	97
Do do	Convertible till 1861	7	1871	97½	99
Do do	" " 1862	7	1862	98	100
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	
Baltimore and Ohio	Transferable. Taxed	6	1867	100	
Do do	Coupons. Not Taxed	6	1875	96	97
Do do	" "	6	1860	98	
Do do	"	7	1860	95¼	
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	123	
Do do do	No mortgage, convertible	7	1855	123	
Cleveland and Erie	1st mortgage	7	1861	105	
Do do	2d " not convertible	7	1861	99½	
Little Miami	No mortgage, convertible 1852–4	7	1858–61	117½	
Do	" " till 1855	7	1861	117	
Columbus and Xenia	1st mortgage, convertible	7	1859	115	
Ohio and Pennsylvania	" "	7	1865–6	109	
Do do	Income. No mortgage, convertible	7	1872	104	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Lawrenceburg and Upper Mississippi	1st " "	7	1866	98	100
Indiana Central	1st " "	7	1866	99	100
Do do	"	10	1857	103	105
Cleveland and Pittsburgh	1st " "	7	1860	102	
Do do	Income "	7	1855	98½	
Ohio Central	1st mortgage, convertible, west section.	7	1861	98	
Do	1st " " east "	7	1864	96¾	
Mansfield and Sandusky	1st "	7	1860	——	
Michigan Central	No mortgage, convertible	8	1860	110	111
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	100	
Do Southern	1st " " "	7	1860	101	102
Northern Indiana	1st " " "	7	1860	99	100
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	
Do do do	" 3d " not convertible	7	1862	95	
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	106	
Terre Haute and Richmond	1st " "	7	1866	111	
Indianapolis and Bellefontaine	1st " "	7	1860–1	103	
Indianapolis and Lafayette	" "	7	1861	92	
Bellefontaine and Indiana	" "	7	1866	104	
New Albany and Salem	" on 1st section	10	1858–62	107	
Do do	1st " on other sections, convert.	8	1864–75	95	
Panama	1st " convertible	7	1866	140	
Milwaukie and Mississippi	1st " " 1857	8	1862	102½	
Cincinnati, Hamilton and Dayton	1st " " till 1855	7	1861	104	106
Pennsylvania	1st " " " 1860	6	1880	109	
Alabama and Tennessee	1st " " " 1872	7	1872	96	
Covington and Lexington	1st " " " 1862	7	1862	100	
Do do	2d " "	6	1862	91	
Dayton and Western	1st " "	7	1862	93½	
Jeffersonville	1st " not "	7	1861	89	
Evansville and Illinois	1st " convertible 1857	7	1862	86	
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	98	
Illinois Central	1st " not convertible	7	1875	par.	
Rock Valley, Union, Illinois and Wisconsin.	1st " convertible	7	1872	100	
Dayton and Michigan	1st " "	7	1867	94	
Marietta and Cincinnati	1st " "	7	1868	95	
Ohio and Indiana	1st " "	7	1867	96	
Steubenville and Indiana	1st " "	7	1865	93	
Parkersburgh	" Guar. City of Baltimore	7	....	106	108

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D.
U. S. Loan, 6s, 1856	107¾	
Do 6s, 1862	115	
Do 6s, 1867	120	120½
Do 6s, 1868	120	
Do 5s, 1853	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

State.

Alabama 5s		
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110½	111
Do 7s		
Illinois Canal Bonds, 1860		
Do do 1860, registered		
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	92
Do do Improvement	60	
Indiana 5s	99	100
Do 2½s	55	56½
Do Canal Loan 6s	96	
Do do preferred 5s	37	40
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	8	10
Kentucky 6s, 30 years, 1871	110¼	110½
Do 6s, 15 years	110	111
Do 6s, large bonds		
Do 5s	93	95
Michigan 6s		
Ohio 6s, 1856	105	105½
Do 6s, 1860	109	110
Do 6s, 1870	114	117
Do 6s, 1875	115	117
Do 5s, 1856		
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	98½	98⅝
Tennessee 6s, new loan		107
Do 5s	93	95
Virginia Coupons, 6s, 1886	110⅜	110½

City Securities.

Philadelphia 6s, 1876–90	107¼	107½
Baltimore 6s, 1870–90	107	109½
Boston Bonds, 5s		
Albany 6s, 1867–9	109	110
Cincinnati 6s	105	106
St. Louis 6s	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	97½	100
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¼	93
New York 7s, 1857	108	
Do 5s, 1858–60	100	101
Do 5s, 1870–5	104	
Do 5s, 1890	104½	
Savannah 7s, 1870–6		

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	

Banks.

OHIO.

Ohio Life Insurance and Trust Co	104½	106
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	115
Northern, and Branches	115	120
Southern, and Branches		

STOCK TABLE.—CONTINUED.

	shares.	off'd.	ask'd.
Bank of Louisville			
Kentucky Trust Co		101½	
INDIANA.			
State Bank and Branches			
MISSOURI.			
State Bank and Branches			
Railroads.			
Cleveland, Columbus and Cin		124	125
Little Miami	$50	119	121
Mad River and Lake Erie	50	87½	90
Xenia and Columbus	50	115	117
Bellefontaine and Indiana		99	100
Indianapolis and Bellefontaine	25	98	100
Indianapolis and Lafayette		70	80
Cleveland and Erie			
Cleveland and Pittsburgh		98	105
Ohio and Pennsylvania			
Cin. Wilmington and Zanesville		56	
Cincinnati Hamilton and Dayton	100	104½	105
Dayton and Western		65	75
Dayton and Miami			
Eaton and Hamilton	25	70	75
Ohio and Mississippi	100	82½	90
New Albany and Salem	50	50	60
Jeffersonville and Indianapolis		70	80
Madison and Indianapolis		101	103
Lawrenceburg and Upper Mississippi	50	78	80
Indiana Central	50	84	87
Do do 10 per cent	50	86	90
Peru and Indianapolis	25	65	70
Terre Haute and Richmond		100	105
Covington and Lexington	50	70	72
Illinois Central		130	
Michigan Central		106½	108
Michigan Southern		123½	125
Ohio Central		95	100
Sandusky and Mansfield			
Columbus and Lake Erie			
Northern Indiana		123½	125
Pennsylvania		49	50
Baltimore and Ohio		83	84
Panama		130	135
New York and Erie		87	88
Nashville and Chattanooga			
Louisville and Frankfort			
Lexington and Frankfort			
Springfield, Mt. Vernon and Pittsb'gh.			
Hillsboro' and Cincinnati		80	81
Marietta and Cincinnati			
Toledo, Norwalk and Cleveland		100	105
Parkersburgh			
Maysville and Lexington		60	
Macon, Georgia		106	108

N. B. It will be observed that the SHARES of the different roads vary in price, some being $25, some $50, and some $100, each. The quotations, therefore, are not PER SHARE, but upon the HUNDRED DOLLARS; thus the excess over 100 is above par, and the amount less, so much below par.

SALES OF STOCKS AT AUCTION.

By HEWSON & HOLMES, Merchant's Exchange.

CINCINNATI, Wednesday, March 9,1853.

5 shares	Cincinnati, Springfield and Lebanon Turnpike Stock	$5 00
25 "	do do do	passed
15 "	Cincinnati and Harrison Turpike Co. Stock	$13 00
28 "	do do do	passed
30 "	Eagle Insurance Co. Stock	passed
125 "	Merchants' and Manufacturers' Insurance Co. Stock—not sold, offered,	$7⅛
50 "	Cincinnati, Hamilton and Dayton R. R. Stock—not sold, offered	104¾
7 "	Little Miami Railroad Stock—not sold, offered	120
50 "	do do do	passed
120 "	Hamilton and Eaton Railroad Stock—not sold, offered	71
24 "	Lawrenceburgh and Upper Mississippi Railroad Stock, with back int.	81
5 "	Newcastle and Richmond Railroad Co. Stock—not sold. offered	75
108 "	Indianapolis and Bellefontaine Railroad Co. Stock—not sold, offered	99
2 "	Central Indiana Railroad 10 per cent. Stock	90
6 "	do do 6 per cent. Stock—not sold, offered	89
6 Bonds of $500 each, Indiana Central Railroad 10 per cent. Interest accrued since January 1, 1853—not sold, offered		103½
Certificates of Indebtedness of Cincinnati and Whitewater Canal in amount of $2,101.37—not sold, offered		$22 00

Thompson's last Reporter says of Land Warrants:

Land Warrants have risen so rapidly, and have now reached so high a price, that we hardly think there is much probability of a further advance. There is, besides, a possibility that Congress may yet do something with the public lands that will effect the price of land warrants.

	Off'd.	Ask'd.
160 acre warrants	$162	$166
80 acre warrants	84	86
40 acre warrants	43½	44½

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem.	½ prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	¼ prem.	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	½ prem.	¼ prem.
Do	90 days	int. & 1¼ off.	——
Do	60 days	int. & 1 off.	——
Do	30 days	interest off	

American Gold ½ per cent. prem.,
Silver 4@4½ per cent. prem.

Banking.

STEAM NAVIGATION OF THE MISSISSIPPI VALLEY AND THE LAKES.

We extract the following summary of Steam navigation, in the interior of the United States, from the United States Steam Marine Report, (page 37) rendered to the Treasury Department in January, 1852. The Report brings the account down to the 1st of July, 1851. It will be seen that the number of steamboats employed on the Ohio river, is decidedly greater than the number on the Mississippi or the Lakes!

The following general averages and results are derived from statements embodied in this division of the report, and from the tabular views therein referred to:

Of the 765 steam-vessels on the waters of the interior, 164 run on the lakes, and 601 on the rivers.

Of the aggregate tonnage of these 765 steam-vessels of the interior, (viz: 204,725 tons,) 69,165 87-95 tons, is upon the lakes, and 135,-559 15,95, is upon the rivers.

Of the 164 steam-vessels on the lakes, 105 are ordinary steamers, 52 are propellers, and 7 are ferry-boats.

Of the 601 steam-vessels on the rivers, 558 are ordinary steamers, and 43 are ferry-boats.

The average tonnage of all the steam-vessels on the lakes, (ferry-boats excepted,) is 437 tons.

The average tonnage of all the steam-vessels on the rivers, (ferry-boats excepted,) is 235 95-100 tons.

The average tonnage of the ordinary steamers on the lakes is 503 65-95 tons, and that of the propellers 302 48-95 tons.

The average number of persons employed on the ordinary steamers of the lakes is 19½ to each; and the number employed on the propellers is 15½ to each.

The average number of persons employed on the ordinary steamers of the rivers is 26 to each; the boats of the Ohio basin averaging a fraction *under* 26, and those of the Mississippi valley averaging a fraction *over* 26.

The seven steam ferry-boats enrolled on the lakes measure 555 64-95 tons; the 43 steam ferry-boats enrolled on the rivers measure 4,177 94-95 tons.

Of the 558 ordinary steamers on the rivers, 317 are enrolled in the districts of the Ohio basin, and 241 in those of the Mississippi valley.

Of the 157 ordinary steamers and propellers on the lakes, 31 are enrolled on Lake Champlain, the St. Lawrence, and Lake Ontario; 66 are enrolled on Lake Erie; and 60 at Detroit and on the lakes above.

Of the 43 steam ferry-boats on the western rivers, 31 are in the Ohio basin, and 12 in the Mississippi valley.

A remarkable equality is found to exist, at the present time, in the distribution of the steam tonnage of the interior among the several lines of navigation heretofore specified.

The line of the St. Lawrence and the lakes has 69,165 87-95 tons of it;

The line of the Mississippi valley has 67,-957 84-95 tons of it;

The line of the Ohio basin has 67,601 31-95 tons of it.

The 17,607 persons employed on the steam-vessels of the interior, as officers, crews, &c., are distributed as follows:

On the lakes and the St. Lawrence.....2,855
On the Mississippi river and its tributaries..6,414
On the Ohio river and its tributaries.....8,338

STEAM NAVIGATION OF St. LOUIS IN 1852.

The following is a statement of the Arrivals and Departures, of Steamboats, at and from the port of St. Louis in 1852:

COMPARATIVE STATEMENT,

Showing the monthly arrivals of Steamboats at the Port of St. Louis, from New Orleans, the Ohio, Illinois, Upper Mississippi, Missouri, and Cumberland rivers, Cairo, and other points, during the years 1850, '51, and '52.

Aggregate of Arrivals during the past year 3,184

MONTHS.	N. Orleans.			Ohio River.			Illinois River.			Upper Miss.			Missouri R.			C'mb'rl'd.		Cairo.			Other Points.		
	'50	'51	'52	'50	'51	'52	'50	'51	'52	'50	'51	'52	'50	'51	'52	'51	'52	'50	'51	'52	'50	'51	'52
January	18	35	29	12	8	12	12	55	23	35	32	35	1	7	1	5	2	13	9	4	6	19	8
February	20	54	24	26	20	13	55	36	36	58	28	37	7	—	3	2	7	1	5	2	9	33	7
March	45	29	37	64	47	47	91	78	80	65	45	37	34	32	34	6	7	3	1	1	6	19	9
April	27	31	32	61	46	64	70	63	78	60	65	45	37	46	57	3	12	4	6	6	18	18	10
May	20	40	37	47	47	74	69	78	94	76	87	72	58	57	37	13	17	7	8	6	25	21	18
June	24	25	25	52	34	44	83	73	78	55	57	42	48	38	42	4	5	8	5	2	17	17	21
July	12	13	35	32	38	40	56	30	72	48	77	45	32	33	22	1	3	3	9	4	11	20	20
August	15	23	21	38	40	34	75	37	48	49	63	35	32	33	35	1	5	1	11	5	18	20	23
September	15	22	32	36	32	43	63	54	72	63	80	45	45	35	34	3	2	4	15	2	18	33	26
October	30	37	34	40	40	55	63	52	94	59	56	63	51	56	45	1	3	1	20	9	18	33	29
November	36	29	26	65	47	40	98	53	97	81	101	80	63	77	26	2	1	1	15	7	18	26	22
December	28	19	27	30	30	48	53	39	66	58	27	49	32	10	32	1	2	1	13	7	12	18	10
Total	301	300	330	493	401	529	788	634	858	635	639	705	390	301	317	43	30	75	119	93	215	175	201

THE MICHIGAN AND ILLINOIS CANAL.—The Michigan and Illinois Canal will be open on the 15th inst.

We learn by Telegraph from Washington, March 2d, that the House acted upon the Senate's amendment to the Army Bill, making appropriations for fortifications at San Francisco; also, the amendment appropriating $150,000 for the survey of the Railway route to the Pacific; also, that an amendment to build a telegraph to California, on the plan submitted by Alden and Eddy was rejected.

Manufactures.

A NEW IMPLEMENT OF DESTRUCTION. The London *Illustrated News* gives a cut and description of an engine devised by Mr. Jas. Nasmyth, for destroying at one blow the ship of an invading enemy. It is a screw steam ship, with a huge brass mortar fastened to its prow, and so constructed as to be four-fifths submerged, and to bring the mouth of the mortar six feet below the water line. The vessel is bulked around, above and below water, with poplar planks, ten feet in thickness, being perfectly impenetrable to cannon ball, and not easily inflammable. There are accommodations in this mass of wood, for the engine and a crew of three or four men, who are below the level of the deck. The engine of destruction is situated in a mortar in the prow, and consists of a large shell placed in a tight copper case, which upon striking against any solid substance, as a vessel's side, will explode and force its way into whatever object is before it. This contrivance would sink a vessel instantly, almost; still we do not see what would prevent a half dozen men from capturing the concern, before it had an opportunity to do any mischief.

Statistics.

COAL TRADE OF PHILADELPHIA.

We take the following statistics of coal arrivals at Philadelphia, from the Report of the Board of Trade.

Six millions of tons, which will probably be the arrival of this year, is equal to *one hundred and fifty millions of bushels*. The city of Cincinnati now receives only about *six* millions of bushels. The probability is, that in ten or fifteen years, Cincinnati will receive one hundred millions of bushels per annum of bituminous coal.

The coal trade for this year is likely to open very advantageously, and will call for an increase, at the lowest estimate, of 800,000 tons from the different Anthracite regions, to supply the market. In 1849, the trade increased 638,317 tons, which was over twenty per cent.; but as soon as the revenue measure of 1846 began to be felt, it remained almost stationary until 1851, having increased only 347,000 tons in three years. In 1851, it increased 1,026,831 tons, and last year 544,814, which will average about twenty per cent. increase for each year. With the prospects before us, we can safely put down the increase for the next five years at twenty per cent., which would give the following results:

For 1853	5,995,356 tons.
" 1854	7,194,427 "
" 1855	8,634,312 "
" 1856	10,361,174 "
" 1857	12,433,405 "

More than doubling the trade in five years.

Startling and surprising as this result may appear, we feel confident that it will be realized. The trade more than doubled from 1843 to 1847; and similar causes (protection to American industry, whether brought about by levying duties, the gold mania, or other causes,) will produce similar results hereafter.

Coal Trade of Richmond.

The following is the quantity of coal shipped from Richmond, the terminus of the Philadelphia and Reading Road, in the years 1850, 1851 and 1852, together with the number of vessels:

In 1850	1,075,344	7,549
1851	1,211,605	8,623
1852	1,236,649	9,047

Increase in 1852, 25,044 tons.

Cattle.

The following is a complete statement of the number of cattle received at Philadelphia during the past ten years. Besides these, there are a large number brought in by the butchers, of which no account can be ascertained. The supplies of hogs from the West by railway, exceed those of any former year.

Years.	Beeves.	Cows.	Swine.	Sheep.	Totals.
1852	71,200	14,420	49,200	81,200	216,020
1851	69,100	15,400	46,700	83,000	214,200
1850	68,750	15,120	46,900	82,500	213,270
1849	68,120	14,320	46,700	77,110	206,250
1848	67,211	14,108	47,690	76,820	205,829
1847	50,270	16,700	22,450	57,800	147,220
1846	47,500	14,480	18,670	55,810	136,460
4845	51,298	18,805	26,455	56,948	153,506
1844	45,732	18,519	25,420	51,056	143,727
1843	37,420	15,121	22,490	91,480	166,511

RAILWAY EARNINGS.—The earnings of the Cincinnati, Hamilton, and Dayton Railway Company for the month of February 1853, exhibit a large increase over the earnings of the same month of last year, and shows well for the road.

	1852.	1853.
Passengers,	9,893·15	13,775:83
Freight,	4,241:95	12,867:53
Mails,	135:44	746:46
	14,270:50	27,389:76
Increase in 1853 over 1852,		$13,119:26

LICKING BRIDGE. The Licking Bridge Company has closed a contract with Mr. J. Gray, of Pittsburgh, for the construction of a suspension bridge across Licking River, connecting the cities of Newport and Covington, for the sum of $62,500. The contractor will commence operation immediately, and complete the work before the close of the present year. Fourth street, Covington, is the point selected for the site of the bridge.

Life Insurance.

LIFE INSURANCE.

We premised in our remarks under this head of last week, that the principles of Life Insurance are but little understood. A leading effect of this is crude legislation—the enactment of statutory provisions in the different States retarding this institution.

We notice that a bill has passed the House of Representatives of Ohio, and is now before the Senate, calling for a deposit of $50,000 capital from foreign insurance corporations. At first sight this may seem but reasonable, and protective of the best interests of the public; but a few arguments will show to the contrary, so far as relates to Life Insurance. We are not speaking of Fire and Marine Insurance Corporations.

Life Insurance Companies require but a small capital, if their plans of doing business are based on correct scientific principles; that is, if their *rates* are high enough, and they do not declare *Buncombe dividends*.

Again, a business diffused over the whole Union, is much safer than a local business. An epidemic may prevail in one State and not in another. It is much safer for the Life Insurance Companies of Ohio to do business all over the Eastern States, than to be confined wholly within the limits of Ohio.

These deposit laws, then, war with principles. No Life Insurance Compeny can deposit $50,000 in each State, nor should any one be required to do it in any State. The safety of the Companies is promoted by scattered risks, and the benevolence of the institution expanded.

New York passed a deposit Law in 1851, and included her home Companies, requiring a deposit of $100,000 with the comptroller, and the practical effect is to tie up all capital for the security of New Yorkers. No one insured, in a New York Company, living out of that State, has any security from capital.

New Jersey passed a deposit law in 1852, but limited its operation to such States as required a deposit, retaliating on New York.

If Ohio passes the law it should be limited in the same manner.

Massachusetts has enacted a judicious law regulating Life Insurance by foreign corporations within her limits, which we deem of sufficient practical interest to transfer to our columns at this junction, some of its leading features.

THE MASSACHUSETTS LAW RELATING TO INSURANCE ON LIVES BY FOREIGN CORPORATIONS.

Be it enacted by the Senate and House of Representatives of the Commonwealth of Massachusetts, &c., as follows:

SECT. 1. No Life Insurance Company, unless incorporated by the legislature of this Commonwealth, shall make any contracts of Life Insurance within this State, until such

Insurance Company shall have complied with the provisions of this act.

SECT. 2. Every such Insurance Company shall, by a written power of attorney, appoint some citizen of this Commonwealth, resident therein, its attorney, with power and authority to accept service of all lawful processes against such Company in this Commonwealth, and to cause an appearance to be entered in any action, in like manner as if such corporation had existed and been duly served with process within this State.

SECT. 6. Every such attorney, before any Insurance shall be made on the Life of any person in the State, or any contract for Insurance shall be entered into with any party resident in this State, shall deposit with the Secretary of this State, a copy of the charter of the Company whose attorney he is, and a statement, signed and sworn to by a majority of the Directors of said Compauy, specifying the amount of its capital and all its assets, stating the manner of its investment, designating the amount invested in mortgages, and in public or other securities, particularizing each item of investment. And said attorney shall also, annually, in the month of October, make a return to the said Secretary of the State and condition of the affairs of the Company he represents, made up to some time between the first of January and the first of July in each year; which returns shall be signed and sworn to by a majority of the Directors of said Company.

SECT. 7. No person shall be allowed to act as Agent for any Life Insurance Company not incorporated in this Commonwealth, unless the capital stock and accumulated premiums of said Company shall amount to one hundred thousand dollars actually paid in, and invested otherwise than in notes of stockholders or those of holders of policies issued by the Company.

SECT. 9. Every person acting as Agent in this State for any Life Insurance Company not incorporated by the legislature of this Commonwealth, shall, on the first Monday of October in every year during the continuance of his agency, make a return on oath to the Treasurer of the State of the amount insured or procured to be insured by him in this State as such Agent, during the year preceding, and of the amount of premiums received and assessments collected during the said period, and shall, at the same time, pay to said Treasurer a tax of one-half of one per cent. on the amount of such premiums and assessments; and the whole sum received for policies, whether paid in money or in notes, or both, shall be deemed to be premiums for the purposes of this section.

STEAMER.—The largest mercantile ship in the world, the screw steamer Himalaya, of 3,600 tons' measurement, designed and built at Mare's establishment, at Blackwall, for the Peninsular and Oriental Steam Navigation Company, will be complete for launching next month. She is to be propelled by screw machinery of 700 horse-power,—by Messrs. Penn & Co.

A GOLD MINE.—Some diggers after a fox in a cliff near Lynchburg, Va., lately discovered a vein of quartz, mixed with a mineral since demonstrated to be gold. The vein is eight feet wide, eleven inches thick, and of unknown length. A solid foot of quartz will yield, upon an average, sixteen dollars. The fortunate owner of the cliff is Mr. J. Epperly.

Miscellaneous.

GLOBULAR LIGHTNING.

For some time M. Argo has been collecting authentic accounts of this metoric phenomenon, called by the French "*Tonnere en boule*" "*Foudre globulaire*," &c. The accounts presented by him to the French Academy, are exceedingly interesting. In the Comptes Rendus xxxv., p. p. 192 et seq., are three letters, the substance of which we give below; the first is from Madam Espert. She relates that on the 16th of June, 1849, at about 6h. 30m. P. M., the heavens being calm but the heat suffocating, and the heat-lightning visible on every side, passing before the window which was very low, she was astonished to see a large red ball, appearing like the moon whenobscured by vapors, descending slowly, and perpendicularly from the heavens toward a tree of the terrace Beaujohn. At first she supposed it to be an ascension of M. Grimm, but the color caused her to think otherwise, and while endeavoring to divine what it might be she perceived flame to come from the lower part of the ball, 15 or 20 feet above the tree, resembling the burning of paper with little scintillations. When an opening two or three times the size of the hand was made, all of a sudden it exploded and was enveloped in a multitude of rays of lightning, zig zag in every direction, one of which caused a hole in the wall, like that made by a cannon ball, in short the remainder of the electric matter appeared to burn with a white flame strong and brilliant, and turning like an artificial sun of the pyrotechnist. It lasted more than a minute and was so beautiful a spectacle that Madam Espert declares she had no idea of danger or fear, but could only exclaim, how beautiful! how beautiful!!

The second letter is from M. Butti at Milan. He writes to M. Arago, that in the year 1841, in the month of June, at about six o'clock in the evening, the rain falling in torrents, and the thunder and lightning very severe, so that the public highways were deserted, and the windows all closed, suddenly he heard the voices of many children and men calling "*guarda*," "*guarda*," (look out, look out,) he ran to the window, and looking out to the right, saw a large globe of fire, moving slowly near the middle of the street, and on a level with his window, not horizontally, however, but sensibly oblique. Eight or ten persons continued to cry *guarda, guarda*, with eyes fixed on the meteor, they accompanied it on its march through the street, at about the step called by the soldiers the forced march, it passed tranquilly before his window obliging him to look to the left to see the end of its course. Fearing lest the projecting buildings might hide it from view, he descended hastily into the street, and joined the crowd of curious persons who followed it. It moved along at the same slow pace but rising higher, so that in almost three minutes more, still rising, it appeared to strike the cross of the Church *Dei Servi* and disappeared. Its disappearance was accompanied by a subdued sound similar to that made by a 36 pound cannon, at a distance of 15 miles.

He compares this globe of fire to the moon such as he had witnessed it during the winter months at Innspruck in the Tyrol, rising above the Alps, of a yellowish red color, with spots more dusky. The difference being that the spots on the meteor were illy defined. The truth of the above statement of M. Butti, was confirmed by a letter from M. Taglia Pietra.

The third letter is from M. Al. Meunir, to M. Jamin; he writes that in the month of June, 1852, while passing along the street Montholon, at about 11h. 30m. in the evening, a brilliant flash of lightning occured, shortly after was another flash, accompanied with a loud report of thunder, resembling a discharge of artillery; it seemed as though an enormous bomb had been launched into the street and exploded; it was about the same dimensions and color as the moon. After the explosion he continued his way to the place Cadet, the moment he put his foot on the pavement he perceived a new globe of fire, resembling the first, but having in the upper part a reddish flame, like that of the match of a bomb, he perceived no flash preceding it, it descended with frightful rapidity, breaking in the street with a great noise. M. Meunir was thrown with such violence against the wall that he was confined for a fortnight. The noise appeared to him louder, no doubt, from his favorable position for hearing it.

RECENT THEORY OF METEORS AND AEROLITES.

Meteors and Aerolites entering the atmosphere of our globe, and discharging stones or metallic matter—and after sudden noise and illumination disappearing, have been to men of science the greatest mysteries of nature. Two theories only have been (till recently) started with even the *slightest* plausibility One was, that they came from the moon, forced within the circle of the earth's attraction, by volcanic power; the moon abounding in volcanoes. The other was, that they were small fragments of the fractured planets, of which no less than sixteen asteroids have been discovered. But, neither of these theories will bear examination. A recent theory, however, has been formed, which is far more plausible, and finds more arguments. This is, that the inter-planetory spaces (heretofore supposed to be void space,) are filled with globular particles of matter, or elements of creation, of which the Areolites are part. If this be so, the earth in passing through the immensity of its orbit, will cross many of the orbits of these little planets; and they will occasionally come within the atmosphere of the earth. It is only where they come within our atmosphere that they become luminous; and like the moon or earth, and perhaps all planets being volcanic, they will in that condition, occasionally throw off volcanic matter. This theory has the advantage, at least of accounting for all the phenomena we know to accompany these singular bodies. It is supported by the celebrated *Savant*—Baron Humboldt. The following account of it, we extract from the last number of the *London Quarterly*.

"Perhaps some readers, even though not wholly unfamiliar with these subjects, may take no offence at our reminding them that the globe on which we dwell is at every moment submitted to three separate but simul-

taneous motions—of rotation round its axes—revolution round the sun—and lastly, that vast and mysterious movement by which it is carried, with the sun and entire planetary system, through unknown regions of space—whether as the portion of an orbit round some remote center of attraction, ages may yet be required to show. The grandeur which belongs to such combinations of force, space, and time, can not be expressed by mere words, and can scarcely be appreciated by numbers. It needs a particular faculty to follow with full comprehension these greater phenomena of the universe; and especially those of siderial astronomy, to which belongs the translation of the solar system just noticed.

We now recur to the argument before us, in which we may presume the second motion of the earth—that of revolution about the sun—to be chiefly concerned. When we consider this orbit to be so vast that we are, on the 1st of July, distant nearly 190 millions of miles from the place we occupied on the 1st of January, returning again to the same point six months afterward, we obtain some conception, though a faint one in reality, of the spaces passed through in this great annual motion. If then, there be other portions of matter, whencesoever derived, and however fragmentary or attenuated in form and kind—revolving round the sun—(and we can not suppose any matter to be stationary in space)—it is easy to conceive that the progressive motion of the earth may bring it into such proximity to the numerous and excentric orbits of these meteorites or asteroids, that they become submitted to its influence, and deflected more or less from their course, as we know comets to be by the vicinity of planets—some actually impinging upon the earth in the form already described—others simply becoming luminous through certain arcs of their orbits. The number of such orbitual interferences or collisions—indicated, as the theory presumes, by luminous globes, shooting stars, and areolites—may startle some as an objection; but astronomy every where deals in numbers which surpass all common comprehension, yet are justified in so many cases by certitude of proof that we cannot refuse belief in others where the evidence is still incomplete. Arago following one of Kepler's bold anticipations, has calculated that there may be eight millions of comets having their revolution within the solar system. Meteorites, according to the present view, approach nearest to the character and condition of comets. The orbits of the matter thus revolving whether it be dense or infinitely attenuated, are probably as eccentric, and have the same vast interplanetary spaces open to them. Numbers then, need not perplex us here; and especially if admitting a view we shall notice hereafter, as to the seeming periodicity of the great showers of shooting stars.

This *Cosmical* theory of meteors in general has undoubtedly been gaining ground of late years—while other hypothesis have been stationary or retrogade. It has derived argument and illustration from the whole course of physical research during this period, with the effect of giving a new aspect to the phenomena, and associating them together as parts of a larger system and more general laws. We have placed the "Cosmos" Humboldt (though heretofore reviewed separately) among the works at the head of this article, because we desire all our readers to recollect that no philosopher has been more earnest in expounding and enforcing the opinion that asteroids or aerolites are independent portions of matter in space; becoming luminous meteors or projectiles, when their orbits approach within certain distances of that of the earth. He avows, when leaving the subject, that he has lingered upon it with predilection (*mit Vorliebe*), and the whole course of his argument shows this to be so. Sir J. Herschel, an equal authority expresses the same view, as the only one which comprises, or adequately explains all the phenomena; thus confirming and defining the expression of Laplace (in his speech of December, 1802,) as to aerolites, that 'according to every probability they come to us from the depths of the celestial space.'"

Discovery of a New Metal. The London *Artizan* states that Dr. Owen of that city has discoved a new metal, holding an intermediate position between magnesia and manganese, for which the name *Thalium* has been proposed. Its oxide, dissolved in hydrochloric acid, is of a beautiful pea green color, and gives the following reactions:—Ammonia, a white, bulky precipitate, only sparingly soluble in sal-ammonia: this is one of the characters which distinguish it from magnesia. Phosphate of soda and ammonia; the vesicular precipitate caased by this reagent is quite peculiar, and forms one of the marked characteristics of this earth. If the phosphate be added without disturbing the liquid, a number of little vesicles are formed, which remain distinct. The earth when pure has the appearance of powdered dried albumen. It has not yet been obtained in the metallic state.

Wisconsin, Milwaukie and Beloit Railroad.—This road, for which a charter is now before the legislature, proposes to run through Rochester, Racine county, and connect with a road just chartered by the legislature of Illinois, running from the State line, at Beloit, to Freeport, Ill., and thence to Savannah, on the Mississippi river.

Literary Notices.

History of the Valley oe the Mississippi, by Adolphus M. Hart, author of *Asmos, Life in the far West*, &c., &c., in 1 vol., 12 mo., cloth; Moore, Anderson & Co., Cincinnati.

This volume contains a narrative of the leading events in Western History, subsequent to the treaty of Aix La Chapelle, in 1748. Among them are many important facts relative to the Valley of the Mississippi, the records of which are exceedingly rare, and which were fast fading away. Mr. Hart has taken pains to collect and put them into a form for preservation, and has done so in a very interesting and attractive manner. His style is fluent, concise, and yet comprehensive. We commend the book to those interested in the subject, as well as to the general reader.

Edinburgh Review, January, 1853. We are under obligations to Mr. R. Post, Periodical Agent, No. 10 west Fourth st., for the above. Mr. Post can supply any of the Reviews or Magazines.

BANK NOTE TABLE.

CORRECTED TO MARCH 10, 1853.

The followiag table embraces every Bank of the United States in good credit. It will be safe to refuse all notes purporting to be on banks not found here.

Maine.

Androscoggin, Top'm, 1 dis
Augusta Bk..... "
Atlantic Bk. Portland, 1dis
Bk. State of Me. Ba'r... "
Exchange Bk. Bangor.. "
Ellsworth Bk..... "
Bank of Cumberland .. "
Bank of Westbrook.... "
Belfast Bk ..... "
Biddeford Bk..... "
Brunswick Bk..... "
Canal Bk. Portland.... "
Calais Bk .....25 dis
Casco Bk. Portland.. 1dis
Central Bk. Hallowell . "
Commercial Bk. Bath.. "
Eastern Bk. Bangor.... "
Franklin Bk. Gardiner. "
Freeman's Bk. Augusta, "
Frontier Bk. Eastport.. "
(Small notes no sale.)
Gardiner Bk..... "
Granite Bk. Augusta... "
Kenduskeag Bk. B'ng.. "
Lime Rock, Thomas'n . "
Lincoln Bk. Bath ..... "
Lewistown Falls Bk... "
Manuf. Bk. Saco ..... "
Man. & Trad. Portland, "
Mariners, Wiscasset ... "
Medomac, Waldoboro'. "
Megunticook, Camden . "
Merchants' Bk. Bangor, "
Mercantile Bk. Bang'r, 5dis
Merchants', Portland ..par
Northern, Hallowell ... "
Sagadahock, Bath..... "
Skowhegan, Skowheg'n "
South Berwick Bk ..... "
Thomaston Bk..... "
Taconic Bk. Waterville, "
Union Bk. Br'nswick, 10dis
Veazie Bk. Bangor 1dis
Waterville Bk.....15dis
York Bk 1dis

New Hampshire.

Amoskeag Bk. Manc'r.par
Ashuelet Bk. Keene.... "
Belknap Co. Meredith . "
Bank of Lebanon ..... "
Claremont Bk..... "
Carroll Co. Bk. Sand'h, "
Cocheco Bk. Dover .... "
Cheshire Bk. Keene.... "
Conn. River, Charlton . "
Dover Bk ..... "
Francistown Bk ..... "
Granite Bk. Exeter .... "
Great Falls Bk..... "
Indian Head Bk..... "
Lancaster Bk ..... "
Manchester Bk..... "
Monadnock Bk ..... "
Mechanics', Concord... "
Mech. & Trad. Ports'th, "
Merrimack, Concord... "
Nashua Bk..... "
New Ipswich Bk..... "
Pittsfield Bk ..... "
Piscataqua Exch. Bk .. "
Rochester Bk..... "
Rockingham, Ports'h .. "
Salmon Falls Bk..... "
Strafford Bk. Dover.... "
Winchester Bk..... "
Warner Bk ..... "
White Mountain Bk ... "

Vermont.

Ascutney Bk. Windsor, par
Bank of Brattleboro' .. "
Battenkill Bk. Manch'r, "
Bellows Falls Bk ..... "
Brandon Bk..... "
Black River, Bk of..... "
Burlington, Bk of..... "
Caledonia, Bk of..... "
Commercial, Burling'n, "
Danby Bk..... "
Franklin Co. Bk..... "
Farmers's Bk, Orwell.. "
Far. & Mech. Burton .. "
Merchants' Bk..... "
Missisquoi Bk ..... "
Middlebury, Bk of..... "
Montpelier, Bk of..... "
Newbury, Bk of..... "
Orleans, Bk of..... "
Orange Co. Bk..... "
Pultney, Bk of..... "
Passumpsic Bk ..... "
People's Bk..... "
Rutland, Bk of..... "
St. Albans, Bk of ..... "
South Royalton Bk .... "
Stark Bk, E. Benning'n "
Union Bk..... "
Vergennes, Bk of ..... "
Vermont Bk, Mont'r... "
White River Bk..... "

Massachusetts.

BOSTON.

Atlantic Bk.....par
Atlas Bk..... "
Bank of N. America.... "
Bank of Commerce .... "
Blackstone Bk..... "
Boston Bk..... "
Boylston Bk..... "
City Bk..... "
Columbian Bk..... "
Cochituate Bk ..... "
Eagle Bk ..... "
Exchange Bk ..... "
Fanuel Hall..... "
Freeman's Hall Bk .... "
Globe Bk ..... "
Granite Bk ..... "
Grocers' Bk ..... "
Hamilton Bk ..... "
Market Bk..... "
Massachusetts Bk..... "
Mechanics' Bk..... "
Merchants' Bk..... "
New England Bk ..... "
North Bk ..... "
Shawmut Bk ..... "
Shoe & Leath. Deal. Bk, "
State Bk..... "
Suffolk Bk..... "
Traders' Bk..... "
Tremont Bk..... "
Union Bk..... "
Washington Bk..... "

COUNTRY BANKS.

Abington Bk..... "
Adams Bk ..... "
Agawam Bk ..... "
Agricultural, Pittsfield. "
Andover Bk ..... "
Appleton Bk, Lowell... "
Attleboro' Bk ..... closed
Asiatic Bk. Salem.....par
Bank of Brighton..... "
Barnstable Bk, Yarm'h, "
Bay State Bk ..... "
Bedford Com. Bk. N. B. "
Beverly Bk ..... "
Blackstone Bk, Uxb'ge, "
Blue Hill Bk..... "
Bristol Co. Bk. Taunt'n "
Bunker Hill, Ch'st'wn, "
Cambridge Market Bk . "
Cabot Bk, Cabotsville . "
Cambridge Bk ..... "
Central Bk, Worcester. "
Chas. R. Bk' Camb'ge . "
Chickopee Bk, Springf'd "
Citizens' Bk. Worcester "
Commer Bk. Salem.... "
Concord Bk..... "
Danvers Bk..... "
Dedham Bk..... "
Exchange Bk. Salem... "
Fair Haven Bk ..... "
Falmouth Bk ..... "
Fall River Bk..... "
Fitchburg Bk ..... "
Farmingham Bk ..... "
Franklin Co. Bk..... "
Gloucester Bk ..... "
Greenfield Bk..... "
Grand Bk. Marblehead, "
Hampden Bk. Westfield "
Hampshire Mauuf. Bk. Ware ..... "
Haverhill Bk ..... "
Hingham Bk..... "
Holyoke Bk. North'ton, "
Housatonic, Stockb'ge, "
Hadly Falls Bk..... "
John Hancock Bk..... "
Leighton Bk. Lynn .... "
Lancaster Bk ..... "
Lee Bk ..... "
Leicester Bk ..... "
Lowell Bk..... "
Lynn Mechanics' Bk... "
Malden Bk..... "
Manufacturers' Bk..... "
Machinists' Bk ..... "
Mahaiwe, Barrington .. "
Marblehead Bk..... "
Marine Bk. N. Bedford. "
Massasoit Bk. Fall River "
MattapanBk. Dorchester "
Mech. Bk. Newburyport "
Mech. Bk. N. Bedford.. "
Mech. Bk. Worcester .. "
Mercantile Bk. Salem.. "
Me.ch. Bk. N. Bedford. "
Merch. Bk. Salem..... "
Mer. Bk. Newburyport, "
Mer'mac Bk. Haverhill, "

Milford Bk..... "
Milbury Bk..... "
Newton Bk. Newton... "
Naumkeag Bk. Salem.. "
Neponset, Salem..... "
Northampton Bk..... "
Ocean Bk. Newburyp't, "
Old Col. Bk. Plymouth, "
Oxford Bk..... "
Pawtucket Bk. Rox'by, "
Pacific, Nantucket..... "
People's Bk. Roxbury.. "
Plymouth Bk..... "
Powow R. Bk. Salisb'y "
Prescott Bk..... "
Quinsigam'd Bk. Ware, "
Quincy Stone, Quincy . "
Rockport Bk..... "
R. Bk. Lowell..... "
Randolph Bk..... "
Rolston Bk. Fitchburg. "
Salem Bk..... "
South Bridge Bk..... "
Springfield Bk..... "
Tradesman's Bk. Chelsea "
Taunton Bk..... "
Union Bk. Haverhill... "
Union Bk. of Weymouth and Braintree..... "
Village Bk. Danvers... "
Waltham Bk..... "
Warren Bk. Danvers... "
Wareham Bk..... "
Washington Bk..... "
Worcester Bk..... "
Wrentham Bk..... "
Westfield Bk..... "
Western Bk..... "
Worcester Co. Bk..... "

Connecticut.

Bank of N. America...par
Bridgeport Bk..... "
Central Bk. Middletown "
City Bk. Hartford..... "
Conn. Bk. Bridgeport.. "
City Bk. N. Haven..... "
Ct. Riv. B. Co. Hartford "
Deep River Bk..... "
Danbury Bk..... "
East Haddam Bk..... "
Exchange Bk. Hartford, "
East Bk. W. Killingby. "
Farm. Bk. Bridgeport.. "
Fairfield Co. Bk..... "
Far. & Mech. Bk. Hart. "
Hatters' Bk. Bethel.... "
Hartford Bk..... "
Iron Bk. Fall Village .. "
Jewett City Bk..... "
Man. Bk. Birmingham. "
Mech. Bk. N. Haven... "
Merch. Bk. Norwich... "
Meriden Bk..... "
Mid'sex Co. Bk. Mid'n, "
Middletown Bk..... "
Mystic Bk..... "
Merch. Bk. N. Haven.. "
Mystic River Bk..... "
New Haven Bk..... "
New Haven Co. Bk.... "
New London Bk..... "
Norwich Bk..... "
Phœnix Bk. Hartford .. "
Phœnix Bk. Litchfield.. "
Pawcatuck Bk....,.... "
Pequonnock Bk..... "
Quinnebaug Bk. Nor'h. "
Stamford Bk..... "
Stonington Bk..... "
Southport Bk..... "
Saybrook Bk. Essex.... "
State Bk. Hartford.... "
Thames' Bk. Norwich . "
Thompson Bk..... "
Tolland Co. Bk. Toll'd. "
Union Bk. N. London.. "
Waterbury, Bk of..... "
Whaling Bk. N. London "
Windham Bk..... "
Windham Co. Bk..... "
Winsted Bk..... "
Woodbury Bk..... "

Rhode Island.

Am. Bk. Providence...par
Arcade Bk. Providence, "
Bank of Kent Co..... "
Bank of America..... "
Bank of Commerce.... "
Bank of South County . "
Bank of Bristol..... "
Bank of N. America.... "
Bank of Kent, C'ventry "
Bank of R. Isl'nd, New't "
Blacks'n Can. Bk. Prov. "
Commercial Bk..... "
Com. Bk. Bristol..... "
Citizens' Bk..... "
Coventry Bk..... "
C'ntervill' Bk. of War'k "
Cit's Un. Bk. Scituate . "
City Bk. Providence... "
Cranston Bk..... "
Cumberland Bk..... "
Eagle Bk. Bristol..... "
Eagle Bk. Providence.. "
Exch'ge Bk. Prov'ce... "
Exeter Bk..... "
Fall R. Un. Bk. Tiv'tn, "
Franklin Bk. Chep'tch't "
Freeman's Bk. Bristol . "
Granite Bk..... "
Globe Bk. Providence.. "
Globe Bk. Smithfield.. "
Hopkinton Bk..... "
High st. Bk. Providence "
Hope Bk. Warren..... "
Landh'drs' Bk. S. K'n.. "
Man. Bk. Providence .. "
Mech. & Mf. Bk. Prov.. "
Mech. Bk. Providence . "
Merchants', Providence "
Merch. Bk. Newport... "
Mt. Vernon Bk. Foster, "
Naraganset Bk. Whf... "
Nat'l Bk. Providence .. "
N. F. Pac. Bk. N. Prov. "
Newport Bk..... "
N. Kingston Bk. Wicf'd "
Newport Ex. Bank .... "
North Providence Bk .. "
People's Bk. Prov..... "
Phœnix Bk. Westerly.. "
Phœnix Bk. Prov'ce ... "
Providence Bk..... "
Pawtucket Bk. Prov... "
Providence Co. Bk..... "
Railroad Bk..... "
R. Cen. Bk. E. G'wich. "
R. Union Bk. Newport. "
Roger Williams' Bk.... "
State Bk..... "
Smithfield L. Rock Bk . "
Smithfield Exch. Bk ... "
Smithfield Union Bk ... "
Traders' Bk. Newport.. "
Traders' Bk. Prov'ce... "
Union Bk. Providence . "
Village Bk. Smithfield . "
Warren Bk..... "
Warwick Bk..... "
Wash'n Bk. Westerly.. "
Weybosset Bk. Prov... "
Woonsocket Falls Bk.. "
Wakefield Bk..... "

New York.

CITY.

American Exch'ge Bk .par
Bank of America..... "
Bank of New York .... "
Bank of the Republic .. "
Broadway Bk..... "
Bank of Commerce .... "
Bank of State of N. Y.. "
Butch. & Drovers' Bk . "
Bowery Bk..... "
Chemical Bk..... "
City Bk..... "
Chatham Bk..... "
Citizens' Bk..... "
Dry Dock Company.... "
Empire City Bank ..... "
Fulton Bk..... "
Greenwich Bk..... "
Grocers' Bk..... "
Hanover Bk..... "
Irving Bk..... "
Knickerbocker Bk..... "
Leather Manuf. Bk..... "
Metropolitan Bk..... "
Merchants' Bk. of N. Y. "
Mercantile Bk..... "
Mer. Ex. Bk..... "
Manhattan Co..... "
Mechanics' Bk'g Ass'n. "
Mechanics' Bk..... "
Mech. & Trad. Bk ..... "
National Bk..... "
N. Y. S. Stock Sec. Bk. "
North River Bk..... "
N. American Bk..... "
N. Y. Exchange Bk .... "
Ocean Bk..... "
Pacific Bk..... "
People's Bk..... "
Phœnix Bk..... "
Seventh Ward Bk..... "
Suffolk Bk..... "
Tradesmen's Bk ..... "
Union Bk. of N. Y .... "

COUNTRY BANKS.

Attica Bk..... "
Auburn Bk..... "
Adams Bk..... "
Agricultural Bk. Herk'r "
Albany City Bk..... "
Amenia Bk..... "
Albany Exchange Bk... "
American Bk. Mayville "
Atlantic Bk. Brooklyn. "
Ballston Spa Bk..... "
Bank of Albany..... "
Bank of the Union..... "
Black River Bk..... "
Bank of Ilion..... "
Bank of Bainbridge.... "
Bank of Cayuga Lake .. "
Bank of Chenango..... "
Bank of Corning ..... "
Bank of Dansville..... "
Bk. of Genesee, Bat'via "
Bank of Geneva ..... "
Bank of Ithica..... "
Bank of Kinderhook... "
Bank of Lansingburg .. "
Bank of Lowville..... "
Bank of Newburg..... "
Bank of New Rochelle. "
Bank of Orange Co .... "
Bank of Orleans, Albion "
Bank of Owego..... "
Bank of Poughkeepsie. "
Bank of Rochester..... "
Bank of Rome..... "
Bank of Rondout..... "
Bank of Salina ..... "
Bank of Saratoga Sp'gs, "
Bank of Silver Creek .. "
Bank of Syracuse..... "
Bank of Troy..... "
Bank of Utica ..... "
Bank of Vernon ..... "
Bank of Watertown ... "
Bank of Waterville.... "
Bank of Whitehall..... "
Bank of Whitestown .. "
Brooklyn Bk..... "
Broome Co. Bk. Bingh. "
Cattskill Bk..... "
Cayuga Co. Bk. Aub'n. "
Central Bk. Ch. Valley, "
Camden Bk..... "
Chatauque Co. Bk. J'tn. "
Champlain Bk. Ellenb'g "
Chemung Cl. Bk. Elm'a, "
Chester Bk..... "
Com'l Bk. Lockport ... "
Com'l Bk. Friendship.. "
Com'l Bk. of Troy..... "
Com'l Bk. Albany ..... "
Com'l Bk. Rochester... "
Courtland Co. Bk..... "
Cuyler's Bk. Palmyra.. "
Chemung Bk. Elmira .. "
Citizens' Bk. Ogdens'rg "
City Bk. of Oswego.... "
Carthage Bk..... "
Central Bk. of N. Y. Utica "
City Bk. Brooklyn..... "
City Bk. of Whitehall.. "
Com. Bk. of Clyde..... "
Dunkirk Bk..... "
Drover's Bk. of St. Lawrence Co..... "
Delaware Bk. Delhi.... "
Essex Co. Bk. Keesville "
Exchange Bk. Lockport "
Exchange, Buffalo..... "
Ex. Bk. of Genn..... "
Empire State Bk..... "
Eagle Bk. Rochester... "
East River Bk..... "
Excelsior Bk..... "
Eagle Bk. Brighton .... "
Fall Kill Bk. Pok'p'e.. "
Far. & Mech. Bk. Roch. "
Far. & Man. Bk. P'k'sie, "
Farmers' Bk. Hudson.. "
Farmers' Bk. Mina .... "
Fort Stanwix Bk. Rome "
Fort Plain Bk..... "
Far. Bk. City of Troy.. "
Far. Bk. Amsterdam... "
Far. & Mch. Bk. of Genesee, Batavia ..... "
Farmers' and Citizens' Bk. Willamsburg .. "
Franklin Bk. Chat'q' co "
Fishkill Bk..... "
Fort Edward Bk..... "
Farmers' Bk. Ham'n Co "
Frontier Bk. Potsdam . "
Freeman's Bk. Wash'n Co..... "
Farmers' Bk. of Onondaga Co.....20 dis
Farmers' Bk. Saratoga Co .....par
Genesee Valley Bk..... "
Glenn's Falls Bk ..... "
Goshen Bk..... "
Genesee Co. Bk. Leroy. "
Hartford Bk. Hartford . "
Henry Keep's Bk ..... "
Herk Co. Bk. Little F'lls "
Highland Bk. Newb'g.. "
Hudson R. Bk. Hudson, "
Hungerford Bk. Adams, "
Havana Bk..... "
Hamilton Ex. Bk..... "
Jefferson Co. Bk ..... "
Kingston Bk..... "
Kirkland Bk. Clinton.. "
Knickerbocker Bk ..... "
Leland Bk..... "
Lake Erie Bk. Buffalo.. "
Lumberman's Bk. Warren ..... "
Hollister's Bk..... "
Lewis Co. Bk..... "
Livingston Co. Bk..... "
Lockp't B'g & Trust Co. "
Long Island Bk ..... "
Luther Wright's Bank, Oswego..... "
Madison Co. Bk ..... "
McIntyre Bk ..... "
Merch. Bk. P'keepsie .. "
Merch. Bk. Ontario Co. "
Mch. & Far. Bk. Albany "
Mch. & Far. Bk. Ithica, "
Mer. & Far. Carmel.... "
Mch. & Mer. Bk. Troy, "
Monroe Bk. Rochester. "
Middleton Bk. Orange Co..... "
Mohawk Bk. Schenec'y, "
Mohawk Valley Bk.... "
Montgomery Co. Bk ... "
Manuf. Bk. Troy..... "
Mechanics' Bank Syracuse ..... "
Mechanics' Bk. Brook'n "
Merchants' Bk. Chatauque ..... "
Merch'ts & Mech. Bk. Oswego .....20 dis
Merch. Bk. Erie Co...1 dis
Merch'ts Bk. Washington Co..... "
Merch. Bk. Syracuse... "
Miner's H. J., Bk. of Utica ..... "
Marine Bk. Buffalo..... "
Malone Bk. Malone.... "
Northern Bk. of N. Y.. "
N. York Security Bk .. "
N. Y. State Bk. Albany, "
Northern Canal Bk .... "
Nor. Ex. Bank Brasher Falls..... "
New York Bk. of Saratoga Co..... "
N. York Traders' Bk... "
Oneida Valley Bk..... "
Ogdensburgh Bk ..... "
Oliver Lee & Co. Buf .. "
Oneida Bk. Utica ..... "
Ontario Bk. Canandag. 50
Oswego Co. Bk.....1 dis
Onondaga Co. Bk. Syracuse ..... "
Palmyra Bk ..... "
Patchen Bk. Buffalo ... "
Pine Plains Bk ..... "
Powell Bk. Newburgh . "
Prattsville Bk..... "
Pratt Bk. Buffalo ..... "
Putnam Co. Bk..... "
Putnam Valley Bk..... "
Paulding Bk ..... "
Phœnix Bk ..... "
Quassiack Newberg..... "
Rondout Bk..... "
Rome Exchange Bk.... "
Rochester Bk ..... "
Rochester City Bk ..... "
Sackett's Harbor Bk ... "
Schoharie Co. Bk ..... "
Syracuse City Bk ..... "
Sullivan Co. Bk ..... "
Salt Springs Bk..... "
Saratoga Co. Bk ..... "
Schenectady Bk ..... "
Seneca Co. Bk..... "
Steuben Co. Bk..... "
State Bk. Saugerties ... "
Suffolk Co. Bk..... "
Tanners' Bk. Cattskill. "
Tompkins Co. Bk..... "
Troy City Bk..... "
Ulster Co. Bk..... "
Unadilla Bk ..... "
Utica City Bk..... "
Utica Branch Bk ..... "
Union Bank of Sullivan Co ..... "
Union Bk. Troy ..... "
Village Bk. Randolph.. "
Valley Bk. Boonville .. "
Waterford Bk. Waterf'd "
Walter Joy's Bk. Buf.. "
Washington Co. Bk.... "
Warren Co. Bk. Johns'g "
Westchester Co. Bk.... "
White Plains Bk..... "
White's Bk. Buffalo ... "
Wooster Sherman's Bk. "
Watertown Bank and Loan Co..... "
Westfield Bk..... "
Western Bk. of Washington Co ..... "
Western Bk. Lockport. "
Wyoming Co. Bk..... "
Yates Co. Bk..... "

New Jersey.

Atlantic Bk. Cape May, par
American Ex. Bk..... "
Atlantic Bk. May's L'g, "
Bank of America..... "
Bordentown Bk'g Co.. "
Belvidere Bk..... "
Burlington Co. Bk..... "
City Bk. Newark..... "
Central Bk. N. Jersey . "
City Bk. Cape Island .. "
Delaware & Hudson Bk. "
Farmers' & Mch. N. B. "
Farmers' Bk. Freehold, "
Farm. Bk. N. Jersey... "
Farmers' Bk. Wantage, "
Farm. & Mec. Railway, "
Far. & Mec. Middleton, "
Mech. Bk. Burlington . "
Mech. Bk. of Newark . "
Mech. & Manuf. Tren'n, "
Morris Co. Bk..... "
Merc. Bk. May's Lan'g 1 dis
Merch. Bk. Bridgton... "
Newark Bk. & Ins. Co. "
Newark City Bk..... "
Ocean Bk. Bergen ..... "
Passaic Co. Bk..... "
Public Stock Bk..... "
Princeton Bk..... "
Salem Banking Co..... "
Somerset Co. Bk ..... "
State Bk. Elizabeth't'n, "
State Bk. Newark ..... "
State Bk. N. Brunswick "
State Bk. Camden ..... "
Sussex Bk..... "
Trenton Banking Bk... "
Tradesmen's Bk ..... "
Union Bk. Dover ..... "
Union Bk. Tom's R.... "
Wheat Grower's Bk.... "

Pennsylvania.

PHILADELPHIA.

Bank of Commerce....par
Bank of N. America... "
Bank of Nor. Liberties. "
Bank of Pennsylvania . "
Bk. of Penn Township, "
Commercial Bk. of Pa. "
Farmers & Mech. Bk .. "
Girard Bk..... "
Kensington Bk..... "
Manufacturers' Bk..... "
Man. & Mech. Bk..... "
Mechanics' Bk..... "
Philadelphia Bk..... "
Southwark Bk..... "
Tradesmen's Bk..... "
Western Bk..... "

COUNTRY BANKS.

Relief Notes.....1 dis
Bank of Chambersburg, "
Bank of Chester Co.... "
Bank of Delaware Co.. "
Bank of Germantown.. "
Bank of Gettysburg.... "
Bank of Middletown... "
Bank of Montgomery Co "
Bank of Northumber'd, "
Bank of Pittsburg .... "
Bank of Danville ..... "
Com. Bk. of Penn ..... "
Columbia Bk..... "
Doylestown Co. Bk.... "
Easton Bk..... "
Erie Bk..... "
Ex. Bk. Pittsburgh ....par
Farm. Bk. Bucks Co. 1 dis
Farm Bk. of Reading .. "
Far. & Mech. Bk. Lan'r "
Far. & Mec. Bk. Easton, "
Far. & Drovers' Bk.... "
Franklin Bk..... "
Far. Bk. Schuylkill Co. "
Harrisburg Bk ..... "
Honesdale Bk..... "
Lancaster Bk..... "
Lancaster Co. Bk..... "
Lebanon Bk..... "
Mer. & Man. Pitts..... "
Miners' Bk. Pottsville, "
Monongahela Bk..... "
West Branch Bk..... "
Wyoming Bk..... "
York Bk..... "
York Co. Bk..... "

Delaware.

Bank of Delaware.....par
Bank of Smyrna..... "
Delaware City Bk ..... "
Far. Bk. of Delaware.. "
Union Bk. of Delaware, "
Wilm. & Brandywine . "
Bk. of Milf'd .....doubtful

Maryland.

Bank of Baltimore ....par
Chesapeake Bk ..... "
Citizens' Bk..... "
Com. & Farm. Bank of Baltimore ..... "
Farmers' & Mech. Bk.. "
Farm. & Planters' Bk . "
Franklin Bk. of Balt're "
Marine Bk. of Balt're.. "
Mech. Bk. of Balt're .. "
Merch. Bk. of Balt're.. "
Union Bk. of Maryland, "
Western Bk ..... "

COUNTRY BANKS.

Cecil Bk.....1 dis
Cum'b Bk. Allegh'y..1 dis
Far. & Mech. Bk. of Carroll Co.....1 dis
Far. & Mec. Bk Fred'k 1 dis
Farmers' Bk. Md.....2 dis
Frederick Co. Bk.....1 dis
Branch at Easton .....1 dis
Branch at Frederick ..1 dis
Far. & Mec. Bk. of Kent Co.....25 dis
Hagerstown Bk.....1 dis
Mineral Bk.....1 dis
Patapsco Bk.....1 dis
Washington Co. Bk .... "
Westminster Bk ..... "

District of Columbia.

Bank of Commerce...2 dis
Bank of America ..... "
Geo. Smith's..... "
Bank of the Metropolis, "
Bank of the Union ..broke
Bank of Washington..2 dis
Corporation of Wash'n Geo'n & Alex'a.... "
City Bk .....broke
Eastern Bk..... "
Mec. Bk. Georg'n ....2 dis
Exchange Bk. of Selden Withers & Co..... "
Far. & Mec. Bk....no sale
Merchants' Bk ..... "
National Bk..... "
Far. & Mer; Bk..... "
Patriotic Bk. of Wash. 3 dis
Potomac Savings Bk no sale
Southern Manuf. Bk.... "

Virginia.

Bank of the Valley and Branches .....par
Bk. of Virginia & Brhs, "
Ex. Bk. of Virginia .... "
Bk. of the Old Domin'n, "
Mer. & Mech. Bk..... "
Far. Bk. of Virginia and Branches..... "
N. W. Bk. of Va..... "

North Carolina.

Bk. of State & Bhs...1½ dis
Bank of Fayetteville ... "
Bank of Wadesboro' ... "
Bank of Washington... "
C. Fear Bk. and Bhs... "
Com'l Bk. Wilming'n.. "
Merch. Bk. Newbern... "
Merch. & Mech. Bk.... "
Manuf. & Farmers' Bk. "

South Carolina.

Bank of Camden ....1½ dis
Bank of Charleston .... "
Bank of Georgetown... "
Bank of Hamburg ..... "
Bank of S. Carolina.... "
Bk. of the State of S. C. "
Charleston R. R. Co ... "
Com'l Bk. of Columbia, "
Merch. Bk. Cheraw .... "
Planters' & Mech. Bk.. "
S. Western R. R. Co ... "
State Bk. of S. C..... "
S. Carolina R. R. Co... "
Union Bk. of S. C ..... "

Georgia.

Augusta Ins. & Bk. Co. 1½ dis
Bank of Augusta ..... "
Bank of Brunswick..... "
Bank of St. Mary's..... "
Agency of Columbus... "
Bank of Milledgeville.. "
Bank of Savannah ..... "
Agency at Macon ..... "
Bank of State of Geo. and Branches..... "
Central R. R. & Bk. Co. "
Geo. R. R. & Bk. Co... "
Branch at Athens ..... "
Marine & F. Ins. Sav'h.. "
Mech. Bk. Augusta .... "

Alabama.

Bank of Mobile .....1 dis
S. Bk. Ala. & Brhs ...5 dis
Southern Bk. of Ala..1 dis
Plan. & Merch. Bk..50 dis

Louisiana.

Bank of Louisiana .....par
Bank of Commerce .... "
Canal Bk. N. O ..... "
Guy McMurdough & Co's checks ..... "
La. State Bk. N. O .... "
Mech. & Trad. Bk. N. O. "

Ohio.

Canal Bk. Cleveland ..par
City Bk. Cincinnati .¼ prem
City Bk. Columbus.....par
City Bk. Cleveland .... "
Com. Bk. Cin .....¼ prem
Champaign Co. Bk.....par
Clinton Bk. Columbus . "
Bank of Marion..... "
Bank of Geauga..... "

Bank of Circleville..... "
Bank of Massillon ..... "
Bank of Medina ..... "
Dayton Bk ..... "
Franklin Bk. Zanesville "
Forest City Bk ..... "
Franklin Bk. Portage .. "
Iron Bk. Ironton ..... "
Lafayette Bk. Cin ..... "
Merch. Bk. Massillon ..par
Miami Valley Bk ..... "
Mahoning Co. Bk ..... "
Ohio Savings Bk ..... "
O. L. & Trust Co. Cin.. "
Pickaway Co Bk..... "
Seneca Co. Tiffin..... "
Sandusky City Bk..... "
Stark Co. Bk..... "
Springfield Bk ..... "
Savings Bk. Cin..... "
Tradesmen's Bk ..... "
Union Bk. Sandusky ... "
Western Reserve Bk... "
W. R. Bk. Warren..... "
State Bk. of Ohio ..... "
Athens Branch..... "
Akron Branch ..... "
Belmont Bh. Bridgep't. "
Com'l Bh. Cleveland .. "
Com'l Bh. Toledo..... "
Chillicothe Branch ..... "
Delaware Co. Bh..... "
Dayton Bh ..... "
Exchange Bh. Col .... "
Farm. Bh. Ashtabula... "
Farm. Bh. Mansfield... "
Farm. Bh. Ripley..... "
Farm. Bh. Salem ..... "
Franklin Bh. Col ..... "
Franklin Bh. Cin ..... "
Guernsey Bh. Wash'n.. "
Harrison Bh. Cadiz .... "
Hocking V. Bh. Lanc'r, "
Jefferson Bh. Steuben'le "
Knox Co. Bh. Mt. Ver.. "
Licking Co. Bh. New'k, "
Logan Bh. Logan ..... "
Lorain Bh. Elyria ..... "
Mad. R. V. Bh. Spring . "
Marietta Bh. Marietta .. "
Mec. & Trad. Bh. Cin.. "
Merch. Bh. Cleveland.. "
Miami Co. Bh. Troy.... "
Mt. Pleasant Bh..... "
Muskingum Bh. Zan'le. "
Norwalk Bh ..... "
Piqua Bh ..... "
Portage Co. Bh. Ray... "
Portsmouth Bh ..... "
Preble Co. Bh. Eaton .. "
Ross Co. Bh. Chil..... "
Summit Co. Bh ..... "
Toledo Bh ..... "
Union Bh ..... "
Wayne Co. Bh..... "
Xenia Bh ..... "

Indiana.

State Bk. of Indiana & Branches .....par
Bank of Connersville .. "
Logansport Ins. Co....2 dis

NEW BANKS.

Bk. of N. America....2 dis
Gramercy Bk..... "
State Stock Bk..... "
Indiana Stock Bk ..... "
Public Stock Bk ..... "
Trad. Bk. Terre Haute. "
Government Stock Bk. "
City Bk. Terre Haute .. "
Plymouth Bk ..... "
State Stock Bk. of Ind . "
Prairie City Bk ..... "

Wabash Valley Bk..... "
South. Bk. Indiana ....par
Union P'k Road Co ..25 dis

Kentucky.

Bank of Kentucky and Branches .....par
Bank of Louisville and Branches ..... "
Farm. Bk. of Kentucky and Branches ..... "
Commercial Bk. Ky ... "
Ky. Trust Co. Bk ..... "
Newport Safety Fund .. "
Northern Bk. of Ky. & Branches ..... "
Southern Bk. of Ky. & Branches .... "

Tennessee.

Bank of Tennessee and Branches .....1½ dis
Trenton Branch..... "
Bk. of E. Tennessee..5 dis
City Exchange Co ...25 dis
Citizens' Bk. Nashville and Memphis 00
Lawrenceburg Bk.....5 dis
Planters' Bk. of Tennessee and Bhs.....1½ dis
Savings Institu'n or Bk. of Memphis..... 50
Union Bk. of Tennessee and Branches ....1½ dis

Mississippi.

Northern Bank of Holly Springs .....50 dis

Missouri.

Bk. of State of Mo. and Branches, St. L's...par
E. W. Clarke & Bros. specie checks..... "
Page & Bacon's checks, "

Florida.

Union Bank of Florida, Tallahassee.....85 dis
Bh at Tallahassee ..... "
Life Ins. & T. Co ....90 dis

Arkansas.

Real Estate Bk .....70 dis
State Bk..... "

Michigan.

Far. & Mec. Bk. D't..2 dis
Government Stock Bk . "
Mich. Ins. Co. Detr't... "
Macomb Co. Bk .....25 dis
Peninsula Bk.....2 dis
Michigan State Bk ..... "

Wisconsin.

Wisconsin Marine and F. In. Milw'e.....2 dis
Richmond Ex. Bk ...25 dis

Texas.

Com. & Ag. Bk. Galveston .....10 dis

Iowa.

Miner's Bk. Dubuque.2 dis

Canada.

Bk. of B. N. A. & Bh.2 dis
Bk. du Pueple, Mont'l. "
Commercial Bk..... "
Gore Bk. Hamilton .... "
Montreal, Bk. of..... "
Quebec Bk ..... "

The Banks in the District of Columbia had better be received with care, as none of them are chartered, their charters having expired some years since.

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IN COVINGTON, KY.,

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Manufacturers of
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RAILROAD IRON AND CHAIRS.
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For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

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CINCINNATI, O.
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Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

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Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
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CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

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FOR RAILROAD CARS.

THE attention of those engaged in building and using Railroad Cars is called to this

PATENT AXLE BOX,

As possessing numerous advantages over all others. Among which we enumerate the following:

First. The original cost is much less.
Secondly. It saves seventy-five per cent. in oil.
Thirdly. No dust can gain access to the journal.
Fourthly. It prevents all possibility of "*heating*" the journals.
Fifthly. Its construction is simple,—not liable to become loose by service, and allows a free inspection of the journals and boxes.
Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars.
Seventhly. The trucks and wheels are free from oil and dirt usually seen on railroad cars.

The following Testimonials from a few of the Roads using these Axles are offered, viz.:

This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

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Supt. Car Building and Repairs
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Office of the Fitchburg & Worcester R. R.
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Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances, they have run more than sixteen thousand miles without being oiled or sustaining any injury.

Yours Respectfully,
IVERS PHILLIPS. Pres't.

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RAILROAD ACCIDENTS, THEIR CAUSES AND PREVENTION.

The investigation of the number, causes, and modes of preventing railway accidents, is one of the most important elements of what may be called railway science. It is known that the hazards of a traveler are much less by railway than by any other mode of conveyance. *But*, what that proportion is, and whether it may not be still further diminished, are yet open questions. In the Reports made by the New York railways to the State Engineer, we have some valuable data, by which to determine the actual danger of accident by railway. The returns of *thirty* railroads in New York give us the following elements of calculation:

Length of miles run		1,858¾
Number of miles run by trains		4,421,449
Passengers carried		7,440,653
Whole number of persons injured—		
Killed	162	
Wounded	103	
		— 265
Passengers—Killed	28	
Wounded	56	
		— 82
Employees—Killed	60	
Wounded	29	
		— 89
Other persons—Killed	76	
Wounded	18	
		— 94

Now, before we analyze the causes of these accidents, we should notice a very great difference in the *fatality* of these accidents, as to the different classes of people injured. The proportion of *employees* killed to those merely wounded, is *four times as great as in the class of passengers*. So also the proportion of "others"—that is of *outsiders*, coming in conflict with the cars—fatally injured is yet larger. The general cause of this is obvious. If a collision or violent accident occurs to a train, the Engineer and Brakeman are obviously in the most exposed position, and if injured at all will probably be killed. So, also, when outsiders are injured; it is because they are on the track in the way of the train, or attempting to get on a train in motion; both of which are the most dangerous positions and the most likely to cause fatal accidents. Thus, it appears, that of the whole number injured, less than *one-third* are passengers; and of those killed only *one-sixth* are passengers.

Of the whole number of passengers carried in one year, it appears that less than *one in nine thousand* are injured at all; and less than *one in twenty-eight thousand* injured fatally. Even this small number, is, we admit, more than it ought to be, and much more than it will be, in a well regulated railway system.

The first question in the examination of the *causes* of railway accidents is—were they occasioned by the fault of the passenger, or by the fault of the railroad? If the former, there is no reason why they should be charged to the account of the railroad, more than to any other cause. Men will be imprudent and careless wherever they are; and nothing illustrates this better than the extreme *carelessness* which has occasioned one-half of railroad injuries. Taking the passenger list first, we find that the fatal injuries were occasioned in the following manner:

Jumping on or off the trains when in motion	13
Fell or were thrown off the trains	4
Collision of trains	6
Trains thrown from the track	4
Standing upon the platform	1
	28

Now, it is plain that the deaths of the first and last classes were caused *solely by the passengers own fault*. There are *notices* put up in the cars of most good roads, that passengers should not leave the cars when in motion, or stand on the platforms. The whole number of deaths among the passengers from railway causes, is, then, properly reduced to 14, only one-half, or about one in 53,150 of those carried in one year.

The large class of "others," or those not in the cars, fatally injured, is quite a remarkable phenomenon in railway history. Let us examine the causes:

Run over while walking or standing on the track, and killed	68
Standing by trains, killed	1
Killed at road crossings	2

"*Run over*" comprehend nearly the whole cause of accidents to *outsiders*. But why should a person be *run over?* This can hardly be the fault of the railway managers, for all persons have ample notice of the approach of the cars.

In examining the individual instances of this species of accident, we find that several persons so injured were intoxicated; others were deaf; some were children; and that many were men engaged on or near the track, and did not take timely care in getting out of the way.

The inferences from these facts are

1st. Of all the persons in or about a railway, the passengers are in much the safest position.

2d. That the number of passengers injured is very small in proportion to the number carried; and that of all modes of public conveyances, railways are the safest.

3d. That of accidents to passengers, full one-half are caused by their own gross negligence, and violation of the rules laid down for their observance.

4th. That of persons injured outside the cars, the majority were so injured by their own fault, in not taking timely care, or in being intoxicated.

5th. From the special returns of the Companies, we find that most of the "running off the track," or being thrown off the track, was caused by animals on the track.

6th. Children on the track and injured, was caused by the want of fencing.

7th. From the last two facts, it is plain that a *preventive* to a large number of accidents, would be a *strong and continuous fencing*. We hope to see this universally adopted.

8th. The most dangerous cause of legitimate accidents is "*collision*." A preventive of this, almost entirely, would be *double tracks;* and this, also, we hope, will be adopted, on every considerable railway in the country.

If railways were entirely and strongly fenced, and if they had double tracks, we feel persuaded that the hazard to passengers would be almost nothing, except in cases of their own gross fault.

As a general rule, the Conductors and Engineers on passenger trains, are remarkably careful; and it is rare that an accident occurs from any negligence of theirs. One great fault, however, in American railways, is the want of a general and systematic police, and this should be remedied.

CLEVELAND AND PITTSBURGH RAILROAD.

We have before us the Fifth Annual Report of the Cleveland and Pittsburgh Railroad Company. This is one of the most important and profitable railways in the country. The original line extends from Cleveland to Wellsville, 99 miles, connecting at Alliance with the Ohio and Pennsylvania Railroad, and thus making a complete line from Cleveland to Pittsburgh. In addition to this, there is the *Akron Branch* of the same Company, (of which 14 miles from Akron to Hudson are complete,) which is ultimately to extend to Zanesville, 104 miles. It is also to be extended on the Ohio from Wellsville to Wheeling. A branch is also constructing to New Philadelphia. Taking the whole together, it is an enterprise of great magnitude.

The *elements* of the Cleveland and Pittsburgh Railroad as derived from the Report, are as follows:

Length	99 miles.
Cost of construction	$2,963,756
Gross receipts (6 months)	194,429
Expenses	71,122
Net receipts	123,307
Net per centage on the cost for 6 mos.	5.2
Net per centage per annum	10.4
Number of passengers carried in 6 months.	103,398
Rate per mile per annum	2,088
Cost per mile	$30,000

The Report is very candid in stating one thing, which most Companies conceal, but which is a very large item in the expenses: that is, the discount and interest on bonds and stocks. The Report states this, at $452,-885, or about 15 per cent. of the whole cost.

This seems enormous, but we have no doubt it is no more than most of the Railroad Companies have to suffer; nor have we any doubt that it is money well spent, when by such means the work can be much earlier completed; for a good railroad, the sooner it gets to work the sooner it will earn money for its owners. The saving of a year in time will often pay even this heavy amount of discount and interest.

LEXINGTON AND BIG SANDY RAILROAD.

This road was chartered in January, 1852, by the Legislature of Kentucky, and the Company organized in the June ensuing. The stock subscribed is about $1,000,000. It is progressing rapidly under the direction of its energetic directory, Richard Apperson, Esq., of Mount Sterling, President. It will be laid with compound rail; its estimated cost being some $20,000 per mile, or $2,500,000 completed, which will be in the early part of 1855.

Its total length will be about 124 miles; passing through the thriving towns of Winchester, Mount Sterling and Owingsville, and crossing the Little Sandy near Grayson Springs, to Catlettsburg at the confluence of the Big Sandy with the Ohio river. The route has been carefully surveyed by a competent Engineer, and is reported as being eminently practicable, passing through the heart of extensive and inexhaustible beds of iron and coal, while the last 50 to 60 miles will be laid through a country unsurpassed in fertility and beauty.

When this road shall be completed, coal, which now ranges from 16 to 20 cents per bushel at Lexington, can be supplied at about 8 cents. In addition to the immense benefits to be derived from the coal and iron trade of this road, its central position upon the line east and west, south of the Ohio, must necessarily make it a thoroughfare for that travel. Its connections with the roads centering at Lexington, and branching thence north, south and west, and at Catlettsburg with the Virginia Central Road will, when consummated, open a direct through line from the South and West to Richmond, Baltimore, Washington, and other Eastern cities.

THE SCIOTO AND HOCKING VALLEY R. R.

This work is intended to connect Portsmouth, Scioto Co., with Newark, Licking Co.; a distance of 125 miles. By this connection a complete line through the State, north and south, will be formed from Portsmouth to Sandusky, There are two considerations which will make this a profitable enterprise. It will connect Portsmouth *with every large town in the West, and with all the cities of the East, and all the ports of the Lakes.* Thus, beginning at the east, by the Hillsborough Road, it connects with Baltimore, by the Marietta Road, with Philadelphia; by the Steubenville Road, with Pittsburgh; by the Cleveland Road, with Cleveland; by the Zanesville Road, with Columbus; by the Mansfield Road, with Sandusky and Toledo; by the Cincinnati and Marietta line, with Cincinnati and St. Louis; and by the Maysville and Big Sandy Railroad, south with Maysville and Lexington, Ky. There is in fact, no road which crosses so many other important lines.

The second consideration is, that it passes through the very heart of the mineral region of Ohio. Heretofore this section has not been developed, and nothing but ready means of carrying off its products can develope it.

The following *elements* of this work have been derived from recent inquiries.

Length	125 miles.
Finished, about	20 "
Guage	5 feet 4 inches.
Weight of rail	60lbs. to yard.
Business	Iron and Coal.
Cost of construction (estimate)	$2,500,000
Cost per mile, about	$20,000

The following are the distances from point to point on the line:

	To places.	Whole.
Sciotoville	6 miles.	6 miles.
Bloomfield	12 "	18 "
Oakhill, Jackson Co.	13 "	31 "
Jackson, C. H.	13 "	44 "
Berlin	6 "	50 "
McArthur, Vinton Co.	12 "	62 "
Logan, Hocking Co.	12 "	84 "
Somerset, Perry Co.	22 "	106 "
Newark, Licking Co.	19 "	125 "

It will be seen this road runs through six counties, and penetrates the very center of the iron and coal deposits.

The iron rail is expected to be laid as far as Jackson, by the 1st of June, proximo.

MARION AND MISSISSINIWA VALLEY R. R.

This company was organized under the Railroad Law of Indiana, in January last. It is intended as a link in the direct line from Union to Chicago, though it is proposed now to extend only from Marion, Grant Co. to Union, a distance of 51½ miles. It is intended, however, to extend the line to Peru, a distance of 33 miles further, and in the whole of that distance it will follow within from one to three miles, the Mississiniwa river, and there will scarcely be a deflection in the line of the road, so favorable is the ground over which it will pass.

The stock is being taken very fast, and enough has probably been taken to grade the road by this time, and the whole is expected to be completed in 1855.

CINCINNATI, LOGANSPORT, AND CHICAGO RAILROAD.

At a meeting of the directory of the *New Castle and Richmond Railroad Company*, held at New Castle, on Saturday, 26th Feb. last, a resolution was adopted, changing the name of the company, to that at the head of this article, under the provisions of the law passed by the Legislature of Indiana, Feb. 3, 1853.

This change was deemed necessary, as its former name gave no indication abroad, as to the character, connections, or general direction of the road.

By the original charter, the company was only permitted to build a road from New Castle to Richmond, hence the name. Subsequent legislation, however, gave the company power to extend the road to Logansport, and thence by another charter in a direct line to Chicago, and thus from a mere local company, controlling only 27 miles of road, it has grown to be one second in the importance of its connections to no other western road. By it the great commercial points—Cincinnati and Chicago, though distant many miles, are brought within a few hours travel of each other. The present name is entirely appropriate, inasmuch as it at once affords a correct idea of the course and termini of the road.

This Company have now some two thousand tons of rails at Hamilton, and will commence laying the track West from Richmond in a few weeks. Work is progressing with energy on the whole route to Logansport, and arrangements have been made to insure the completion of this important line of road at an early day.

TOLEDO, NORWALK, AND CLEVELAND RAILROAD.—The earnings of this road for the month of February were as follows:

For the week ending Feb. 5th:		
Passengers	$4,287	
Freights	1,578	
Express and mails	484	6,349
For the week ending Feb. 5th:		
Passengers	4,780	
Freights	959	
Express and Mails	451	6,190
For the week ending Feb 19th:		
Passengers	5,565	
Freights	779	
Express and mails	460	6,804
For the week ending Feb. 26th:		
Passengers	6,573	
Freights	995	
Express and Mails	523	8,091
Total for the month		$27,434

HEMPFIELD RAILROAD, IN LONDON.—We have received a letter of late date from one of the London bankers, stating that with proper arrangements, half the capital required for this road may be raised in London. Under these circumstances, connected with the assistance tendered in Philadelphia, there can be no reasonable doubt that the Hempfield Road will be built as speedily as the work can be done.

THE LAWRENCEBURGH AND UPPER MISSISSIPPI RAILROAD.

We extract from the *Indiana State Journal* the following information in regard to this important work. There has been some negotiation in regard to the entrance of the road into Cincinnati. The Company passed the following resolution:

"*Resolved*, That this Company will provide for a direct and independent connection between the cities of Indianapolis and Cincinnati by a railroad line of uniform guage, and united with the road of this Company, capable of being run in the *shortest practicable time* between said cities."

We learn, further, that a Company has been organized in Ohio to bring the line of connection to the Indiana State line, and another organized in this State to continue such line to the present line of the above Company, and active measures are taking to bring the entire line into operation this year, giving a clear track of uniform guage from Indianapolis to Cincinnati, ultimately to be consolidated.

This Company has been steadily progressing with their work through the winter without making much noise about it.

A daily train for passengers and freight runs out 27 miles into Ripley county, and four other trains are constantly employed in hauling out gravel for ballasting. The Company, we learn, have not been able to keep their ballasting quite up with the track, but they have put six inches of gravel under the cross-ties for over 20 miles, and have, over some part of that distance, filled the track the second time with the same quantity, and they hope to keep within a short distance of the track all the way to Greensburg. This is doing very well, considering that all the gravel for 42 miles must be hauled from the Ohio river. Between Greensburg and this place, gravel is found in many places, and the ballasting will be much more cheaply and readily done.

It is the intention of the Company to have this important operation in road making fully performed, and to have at least one foot of gravel under their cross-ties before their road is opened for general business.

We learn that over *two miles* of track were laid last week, and at that rate the road will be at Greensburg in less than two months. Iron is being shipped to Indianapolis and Shelbyville, and when received the Company will lay track in four directions at the same time.

The daily receipt, for freight and passage was over $50, although the road stops in the woods, and passes through no town or village of any note.

When it reaches Greensburg, as it will in a few weeks, the receipts will be largely increased. We understand satisfactory laws have been passed by the Legislature authorizing the consolidations with railroads in other States, which will enable this Company to to have a united line from this city to Cincinnati.

NOTICE TO RAILROAD COMPANIES.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

BELLEFONTAINE AND INDIANA R. R.

We have received a copy of the Annual Report of this Company, and as an evidence of what our Western roads, located in the midst of a new and sparsely settled country, are doing, we insert the Superintendent and Master Machinist's Report, which embraces only an unfinished portion of the road some 20 miles in length. He says, under date of January 1st, 1853:

"On the 17th of August, 1852, the Bellefontaine and Indiana Railroad Company started a combined passenger and freight train between Galion and Marion, a distance of about 20 miles, making one trip each way per day, with an engine and passenger car, hired from the Cleveland, Columbus and Cincinnati Railroad Company. This was done more to accommodate the citizens along the line and to facilitate the operations of the Company, than from any expectations of realizing a profit from the operation.

The following statement, showing the number of passengers carried over the road, together with the earnings and expenses, up to the 1st of January, 1853, gives the result of the experiment:

Month.	No. Pass.	Am't.	Freight.	Total.
August	250½	$132 46		
September	580	311 75	358 61	$802 82
October	606	335 05	443 64	778 69
November	598½	305 75	267 02	572 77
December	851½	403 08	360 15	763 23
	2887½	$1488 09	$1429 42	$2917 51
Add sales of tickets for excursions				105 20
Add amount of contract for carrying the mails to date				300 00
Total earnings				$3322 71
Deduct expenses for hire of engine and car, engine man, fireman, conductor, brakeman, freight agents, station men, wood, oil, &c., and repairs of track, to this date				2534 00
Giving a balance for profit of				$788 71

Annexed are the tabular statements of the number of locomotives and cars owned by the Company at this date; also, the number of each contracted for, but not yet delivered.

The Company owns	5	eng's.
And have contracted for	15	"
In all	20	
The Company owns	121	cars.
And have contracted for	185	"
In all	306	"

Contracts have also been made for machinery and tools, for a principal machine shop for repairs, in all amounting to $8,920. Part of the machinery will be finished during this month, to be used in a temporary shop; the remainder by May or June next, or as soon as the building can be prepared to receive them.

Respectfully submitted,

CHARLES SELLERS,
Sup't & M. M., B. & I. R. R. Co."

LIGHT THROUGH THE LAST TUNNEL.—The *Cynthiana News* of Tuesday last says: We are informed by Mr. Southgate, one of the engineers on our railroad, that daylight was put through the tunnel at section 15, in the lower part of this county, for the first time on Tuesday last; and that the workmen are busily engaged in reducing it to a proper grade for the reception of the rails. This is the last tunnel on the line of railroad from Covington to Lexington.

KNOXVILLE AND DANVILLE RAILROAD.

THE LINK BETWEEN CHARLESTON AND CINCINNATI.

We find the following extract of a letter from Mr. Temple, of Knoxville, Tenn., in the *Somerset* (Ky.) *Post*. We must premise, that the railroad of which Mr. Temple speaks, is one link of the great enterprise, undertaken in 1836, to connect Cincinnati with Charleston, and that it is the only link wanting to complete the entire plan. Charleston was most anxious for the work, so was Cincinnati, and so they remain. The entire distance from Knoxville to Danville, on the route which will probably be taken, is not more than 120 miles, and surely that *ought* to be easily made.

"I have the pleasure of informing you that Col. Pritchard, the able and faithful engineer of the East Tennessee and Georgia Railroad, is now in our city, ready to commence the survey of the route from this to your State. He commenced his examinations to-day, and he will put his instruments on the route in a day or two. From this, he will proceed as rapidly toward your state as the weather will allow, which he will probably reach by the 20th of March; but he has promised me that he will advise your people of his approach.

"At a public meeting held to-day, seven gentlemen were appointed a delegation to visit, in the spring, the leading points along the proposed road in your State, and also, Cincinnati, Lexington, and Louisville, and to invite their co-operation in this important work. The feeling in this State in favor of this road grows stronger every day. I am glad to see that such is the case in Charleston, S. C., also. They are now fully alive to the importance of a connection between that city and Cincinnati. They say that the Rabun Gap Road will certainly be built. *Here* we are at least confident of the success of the Knoxville and Danville Road, if Kentucky will build her portion of it. A proposition is now before the people of this county to subscribe one hundred thousand dollars to that road, and a like sum to the Knoxville and Charleston Railroad, and we will not doubt of its success. At the proper time, we will vote a corporation subscription of fifty or one hundred thousand dollars. We expect, also, individual and State aid. The other counties interested in its construction, are expected to take stock."

THE MAYSVILLE AND BIG SANDY R. R.

This road is being located between Maysville and Catlettsburg, at the mouth of the Big Sandy river, and advertisements for proposals for the grading and masonry upon the portion between Maysville and Springville, (opposite Portsmouth, O.,) fifty one miles were made some time since.

It is intended to make this one of the first class roads in the country; there will be no timber except the cross-ties, and the bridges will all be of arched masonry.

This is an important road in its connections; and will undoubtedly be a profitable one to the stockholders, as it passes through iron and coal lands, which have never yet been opened to a market.

CINCINNATI AND FORT WAYNE RAILWAY.

The directors of this and the Four Mile Valley Company met at Fair Haven, in Preble County, on Friday last, and united their two companies by articles of consolidation, binding them together for all future time. The annual election for directors of the Four Mile Road was held at the same time and place, which resulted in the following choice:

Peter P. Bailey, of Fort Wayne, Ind.; Wm. Young, of Richmond, Ind.; James Larsh, of Fair Haven, Preble Co., Ohio; James Elliott, of Fair Haven, Preble county, Ohio; Wm. Hustin, of Rossville, Butler Co., Ohio; Samuel Snively, of Rossville, Butler county, Ohio; Edgar Conkling, of Cincinnati, Ohio.

The new Board organized by electing Peter P. Bailey their president, which makes him the chief officer of the whole line to Fort Wayne, he being already the president of the other Company.

The meeting for the election of directors was attended by a large number of persons, and was addressed by Messrs. Young of Richmond, Moore of Rossville, and Bailey of Ft. Wayne. The greatest enthusiasm prevailed. The subscriptions along the entire line are increasing rapidly, and preparations are making for a letting of the whole work, which it is expected will be ready to be submitted to contractors in sixty days or less. Another large meeting of stockholders and others was held at Rossville, in Butler county, on Saturday evening, which was also addressed by Messrs. Moore and Bailey. Every thing looks promising for this important work. It is the determination of the directory to make it a first class road, the best in the country. The compound rail will quite likely be used.

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THE WABASH RIVER RAILROAD.

It is said that the contract for the construction of the Wabash R. R. from Toledo to Lafayette, has been let to responsible contractors, who are under bonds to have it finished within two years. The road west of Lafayette to the Mississippi it is expected will be let in a few days. Having from the first labored with zeal and diligence in calling public attention to this great work, it affords us the most sincere satisfaction to record the above result. We have regarded this road as one that would most clearly show the true strength of our commercial position. Being on the direct line from the head of lake Erie to the mouth of the Missouri, it must ever be the great thoroughfare of the West. Once constructed, it will soon receive numerous branches and feeders, and before ten years shallhave passed Toledo will be the point of concentration of railroads reaching to every principal point of business in the States of Illinois and Iowa, between the latitudes of Chicago and that of St. Louis. Those who will examine the natural relations of that whole section to this point will see that this is no mere haphazard prediction, but one, which from the nature of trade, is certain to be brought about.—*Toledo Com. Republican.*

TOLEDO, NORWALK AND CLEVELAND RAILROAD.—We had no idea, says the Norwalk Expositor, of the amount of business which is transacted on the Cleveland, Norwalk, and Toledo Road, until we passed over it as far as Norwalk. The train we went out on carried at least 276 persons. The train we met at Grafton was crowded, and on returning, every seat was full, and many persons were obliged to stand for want of room. The average number of persons who pass over the road is about 500 per day, since its completion. At $2,50 each, the receipts of the 87 miles from Grafton to Toledo is $1,250 per day, or $400,000 per year. Supposing the receipts of the road for freight, mails, &c. will meet the current running expenses, the receipts from travel will reach 28 per cent. on the cost of building and equipping the road. The stock is already above par.

MOBILE AND OHIO RAILROAD.—This road was opened for travel on the first of March 1852, running out about a distance of ten miles. From that time the work of laying the track steadily progressed until the first week in June, when Citronville, a distance of thirty three miles was reached. The receipts from passengers and freight are about $21,000, an amount largely over the running expense and the cost of repair rendered necessary by the floods of August and November. If the road, running thirty miles into the piney woods, will earn $21,000 besides conveying materials, &c., to be used on the work, in an average of six months, what may we not hope for when it reaches the rich cotton lands of Mississippi—nay, when it shall interlock with the great Illinois Central Railroad at the mouth of the Ohio.—*Mobile Advertiser.*

THE "CENTRAL TENNESSEE RAILROAD."—The West Tennessee Whig says that a corps of Engineers, under the direction of Captain Tilman, Chief Engineer, are in Gibson Co., and will commence a survey of the Tennesse Central Railroad, extending from Fulton to the Tennessee river in a few days.

ATLANTIC AND ST. LAWRENCE RAILROAD, MAINE.—We are informed that the directors of the Atlantic and St. Lawrence Railroad have accepted the proposition made to them by the Canadian end of the road, subject to the approval of the stockholders, and the farther contingency of securing a right to bridge the St. Lawrence. As this proposition is to lease our end of the road, and pay six per cent. per annum on the cost of the same, we hope the stockholders will not dispose of their stock to speculators at a great discount, for, if consummated, as we have no doubt it will be, it makes this a six per cent. stock at once.—*Port. Advertiser.*

AMERICAN RAILROAD IRON.—The Wytheville (Va.) *Telegraph* advocates the manufacture of their railroad iron by the Virginia and Tennessee Railroad, at the Company's iron works in Lynchburg, in place of buying English iron—showing a difference of $8.60 per ton in favor of American iron, and $190,000 on the quantity of iron required for the whole road.

Banking.

PRECIOUS METALS---THEIR CONSUMPTION AND ACCUMULATION.

We have arrived, in our previous articles, at two important conclusions. These are, *first*, that in consequence of the rapid accumulation of gold within the last three or four years, the *active circulation of money* in the United States, is now *greater in amount than it ever has been*. In the *second* place, that this rapid accumulation of the precious metals is not likely to be diminished, but on the contrary *increased;* and that it is already *three times greater* per annum, than was ever known. Before we proceed farther to examine the probable effects of this accumulation of precious metals on the amount and circulation of money, we must first try to ascertain the modes and relative proportions, in which the precious metals are *consumed*. The common idea among ill-informed people is, that gold and silver are used only, or almost entirely, for money. But this is very far from the truth. The demands of luxury are even more imperative than those of commerce. The barbaric idea of glittering in gold and silver ornaments, is by no means extinct. At the official levees of the Republican President of the United States, the Embassadors and Charges of foreign courts appear with gold lace enough to make an ass-load, and at the court of the Emperors, whether in Europe or Hayti, the display is much more magnificent. In one word, fashion every where demands ornaments made of the precious metals, and in countries where they are very abundant, every day utensils are made of them, to increase the display of the rich. As the products of the mines increase, this species of luxury also increases. In some of the remote towns of Peru and Chili, the dinner dishes of the rich are made of silver, and the pride of wealth is thus exhibited in the show of silver plate, and the money of the country is wholly metallic.

The *consumption* of precious metals is caused in three different ways: 1. Coinage into money. 2. Manufactures into plate ornaments, lace, and gilding. 3. Wear and tear. The last is so slow, that it may be regarded as of little importance. We have seen Greek coins, two thousand years of age, scarcely more worn than our Spanish pistareens. In the manufactures, however, the loss by wear and tear is much greater. Gold lace, for example, gilding, &c., are soon destroyed. Most of the ornaments, however, made of gold, are preserved for ages. Upon the whole, the absolute loss by wear and tear is small compared with the amount manufactured.

Let us now try to ascertain the quantity manufactured, and its probable effect on the future supply. Mr. McCullough has examined all the authorities on this subject, and come to the following conclusions for the year 1835:

Consumption of Great Britain in the arts	$14,214,580
France	4,333,950
Switzerland	1,750,000
Residue of Europe	6,020,590
America	1,500,000
Total	$27,819,120

But according to the best authorities, a large part of this is derived from the fusion of old metal and plate, which must be deducted from the above amount, in order to ascertain the demand of the arts upon the mines. This amount after comparing the statement of Necker, Jacob, and Humboldt, McCullough sets down at 20 per cent. The account, then, will stand thus:

Amount consumed in manufactures	$27,819,120
Deduct old metal 20 per cent	5,563,824
Consumption in the arts	$22,255,246

It will be observed, that the highest amount of precious metals produced in one year, was $43,000,000, and that consequently, about *one-half* the highest amount was actually *consumed in manufactures*.

In relation to the future consumption of precious metals, we have now ascertained some reliable data. In the first place, we should observe, that although the supply of precious metals may vary, as it has done recently, very rapidly, yet the manufactures of precious metals increase slowly. Time is required to develope new luxuries. We should farther observe, as yet more important, that gold being sixteen times as valuable as silver, the manufactures of gold are less in amount than those of silver, while the increased supply of metal is almost wholly gold. If, now, we suppose that the supply of precious metals, as ascertained in our last article, is *one hundred and thirty millions per annum*, and that in consequence of the increased supply of metal, the manufactures of gold and silver are doubled, (an estimate probably much beyond the mark,) we shall have this final result:

Entire supply of the mines in 1853	$130,000,000
Entire consumption of precious metals in the arts	44,510,492
Amount added to currency	$85,489,508
Amount of supply from the mines in 1835	$30,000,000
Amount manufactured	22,255,246
Amount added to currency	$ 7,744,754

We thus see, that the amount added to the currency of the world, by the coinage of precious metals, will, in 1853, *be ten times as great as it was* in 1835. In ten years, should the present supply of gold continue, there will be added to the metallic currency of Europe and America, *eight hundred and fifty millions*. Although, not belonging to this branch of the subject, we may add here two observations by way of *caution*. The first is, that the existence of abundant mines does not prove that the supply will certainly be continued in great amounts; for when surface gleanings are over, and gold must be mined as iron is, every pound of metal *costs* an ascertained amount. If, then, *labor* should rise, so as to make that cost too great, the mines will be abandoned for a time, and the supply cease, till the value of the metal rises above the cost, when the mines will be resumed. We think it improbable, that even the surface gleanings of gold mines will be exhausted for several years, and consequently the present supply of precious metals is likely to continue, and even be increased.

Correspondence.

COMMUNICATION.

The following Communication is from an intelligent friend, in a position to know the facts of which he speaks. In reference to his fears of a *crisis*, or the danger of New England bank note circulation, we do *not* agree with him. A few banks every where, and at all times, have been got hold of by speculators, reckless of consequences. Two of the banks recently failed, were owned by a Wall street firm, and were *without guarantees of stock*. Where, as in the Western States, the interest *of money is high*, bank notes will flow in from other quarters, and that is an unavoidable result. Banks will *loan* their notes at much lower rates, when they know their circulation is to be at a distance. Parties, who have large sums to pay laborers and workmen, often derive advantage from this. But our correspondent has given some important facts, and as there are many who do agree with him, it is well to have both sides:

For the Railroad Record.

TO WHAT ARE WE COMING?

No one can examine the statistics of "*Eastern Bank Note Circulation*," without being startled at the facts exhibited, and without feeling an instinctive impulse to "haul in sail," and prepare for the coming storm.

During the last four years, Rhode Island has increased its bank note circulation *forty per cent.;* Connecticut *fifty per cent.;* Maine and Massachusetts *each sixty per cent.;* New Hampshire *eighty per cent.;* and Vermont more than ONE HUNDRED PER CENT.! The total increase of New England bank note circulation during the last *four* years, is upward of FIFTEEN AND A HALF MILLION OF DOLLARS. Or in other words, this four years' increase of the circulation of the New England banks, *exceeds* the entire circulation of all the banks in Ohio and Indiana. Nor is this all. About NINE MILLIONS of this increase took place during the past year. And judging from the number of applications for more banks, and the favorable Legislative consideration with

which these applications have been met, there seems to be a determination that this expansion shall continue to go on with an ever increasing ratio.

The entire circulation of the New England banks, is now upwards of forty millions; resting on a specie basis of only *four millions!* Can such an unhealthy expansion exist without danger? Will not the bubble soon burst, spreading commercial distress throughout the country?

The high prices paid for pork this winter, were almost wholly owing to Eastern bankers granting such easy facilities to operators, in order to get their newly created paper money into circulation. The amount of Eastern bank note circulation being vastly disproportionate to the wants of the legitimate business of the East, great efforts are continually being made to obtain a Western circulation. As the result of this eager avidity, long loans are continually being taken, based on county, city and railroad bonds, which are liable to great depreciation, should any panic arise in the money market.

This radical departure from correct banking principles, is pregnant with danger. *No good banker will ever loan his bank notes*, (which are *not* money, but simply *represent* money,) *excepting on short business paper, predicated on legitimate commercial transactions.* Any deviation from this recognized banking rule, has invariably proved disastrous. Only a few years ago, a large number of persons interested in the railroad movement in Scotland, feeling incensed at the banks for refusing to loan on railroad securities, organized a new system of banks. A prominent feature in the policy of the new institutions was the loaning of money on railroad securities, but reserving *wide margins* for any depreciation in such securities.

For awhile the system worked charmingly. Railroads were extended in every direction. The new banks were immensely popular and declaring large dividends. And when any of the adherents of the old system of banking did perchance *doubt* whether this prosperity was resting on a *solid* basis, it was at once imputed to envy at the popularity and success of this new feature in banking. And in regard to any want of entire safety in the loans effected, no answer was deemed necessary, but simply to point to the "*wide margin*" invariably reserved whenever a loan was granted. Only a few years, however, elapsed, before a crisis did come, *sweeping railroads and banking companies into one common ruin.* Of what avail, then, were the "*wide margins?*" So large a quantity of railroad securities suddenly thrown upon the market, almost prevented the possibility of selling at any price.

In addition to this, it was all at once discovered that many of the railroads had been *injudiciously located, extravagantly built* and *managed*, and *would not pay;* which discovery, in regard to a part, carried a feeling of distrust toward all.

The question has often been propounded, "where do we get the means to build so many railroads?" But a few years ago we thought it an immense undertaking to build a railroad from Cincinnati to Xenia. But now, as if by magic, our whole country is becoming one net work of railroads. We look upon the expansion of *Eastern bank note circulation* as containing a KEY to the answer. The annual creation (out of nothing) of *eight millions of money*, gives facilities for the purchase of a large amount of railroad bonds. And the home market produced by this inflated currency, gives tone to the foreign market; and thus between the home and foreign demand, there is no lack of means to build a railroad through every man's farm. But in our opinion, this bloated, inflated state of things is nearly at an end. A very stringent state of the money market is now existing both in New York and Boston. During the last week we have rumors of the failure of three of the New England banks. We also notice a depreciation in price, of *full five per cent.* in some of the leading railroad securities in less than a week! Should this depreciation continue, the foreign demand for our railroad bonds may be considered as at an end. And farther than that, we may expect a large amount of the bonds already held abroad, will be quietly returned again to this country, with instructions to sell for what they will bring. This "turn-about move," together with our present heavy importations of goods, will doubtless produce *a brisk shipping of gold!* But while we look for a probable sudden *reverse* to our late apparent state of prosperity, we congratulate the West upon its comparative healthy condition. If our merchants, business men and bankers, will banish Eastern notes from our midst, they will find that the *exchanges* are in reality in our favor. The East is most assuredly largely in debt to the West; but that debt has been concealed by her *ten millions of dollars of bank notes* scattered over the entire West. If we refuse to take them, gold will come in their place. The banks in the West are generally in a sound, healthy condition. In place of any bank note expansion here, the increase of our circulation has not kept pace with the increase of the population and wealth of the Northwest. The entire increase of the bank note circulation of Ohio, Indiana and Missouri for the last four years, is less than *two millions*, or but little over ten per cent. Besides, this increase is entirely of *State Stock Banks* which produce no *inflation* of the currency, but on the contrary a *contraction.*

For example, to procure a circulation of $200,000 for one of the Indiana Stock Banks, (supposing it to be owned by Western men, not a Wall street speculating concern,) it requires *the sending out of the West* $200,000 of actual money to buy the stocks necessary to be deposited with the auditor of State. It would then require an addition of $25,000 of gold to be withdrawn from public use and kept in the vaults of the bank. Or in other words, such a bank deprives the public of the use of $225,000, while it gives back to the public $200,000 of its circulating notes, producing an actual contraction of the amount of money in circulation in the West of $25,000.

This is a very different thing from the New England method of *creating* money (or that which passes as money,) *out of nothing;* and having *one gold dollar* as basis (!) for every *ten dollar note* in circulation.

If our State Legislature would prohibit the circulation of all bank notes emanating from institutions eastward of Erie and the Allegheny mountains, (excepting such as are secured by State or Government Stocks,) we believe such a Legislative enactment would prove highly salutary. It is impossible for the people to be kept posted up in regard to the condition of such a multitudinous array of distant banks, and therefore the circulation of all such as are not secured by public stocks should be prohibited.

We have referred to the *comparative* healthy condition of the West. But there is one danger which should be guarded against. There is evidently a disposition on the part of some of our merchants to *over-trade.* Country merchants are urged to buy more largely than wisdom would dictate; their customers in turn are also urged to buy freely, while an *extension of credits* is quietly gaining ground in our midst.

May we hope that the lessons of experience so *dearly purchased* in 1837, will not be entirely forgotten.

CORRESPONDENCE OF THE RECORD.

A very intelligent gentleman of Chillicothe—in a letter—makes the following remarks. He had previously said, he wished the Hillsborough Road to be made, as well as the Chillicothe; for he was confident that two roads would bring at least double the number of passengers that one would, and that there was enough business for both. He then says:

"Inclosed I send $3 for the first year's subscription (including the first number, if any are left, as it contains some statistics that I wish to preserve.) Ohio will soon rank No. 1 among the railroad States, and Cincinnati is the place for the leading Railroad Journal. Look at it—but you have looked at it, no doubt—still I will say my say. Ohio, in the great railroad system, occupies the place of the center of the hour-glass; widening out east and west. Reasons stronger than mountains (though there are plenty of them too,) will for a long time forbid any through

routes *south* of us. We have *so many* through Ohio that they will bring crowds from the south-west. Then our good friend, Lake Michigan, will crowd the populous and stirring north-west through our borders. It must be so, if we are true to ourselves *now*, though we had a late start. So bring on your railroads, you can hardly have too many, and all the Baltimore or other outside capital you can, as I told Mr. Swann at Baltimore the other day, and I will be the last man to take offense.

"Indeed, I said to my friends East, who were calculating largely on increased exports of grain and provisions from Ohio, that I was afraid they would be disappointed, for we would want all we could raise, and more too, to feed the mighty host soon to pass through our borders by regiments and battalions at a time, in addition to our accession of civic and manufacturing accretions."

Statistics.

TAXABLE PROPERTY OF THE STATE OF OHIO, AND ITS INCREASE.

Although the valuations of property made by the State assessors are never correct in regard to the market value of property, yet—so long as the law regulating taxation and the mode of assessing remains the same—the State assessments afford a standard of *comparative value*. In the year 1846, the *mode* of assessment in this State was radically changed. Before that the assessments were really fictitious, both as it regards the quantity and the value of property. Since that, all property is required to be assessed at its cash value. The interpretation given to "cash value"—that of the cash price at a forced public sale—still leaves the valuation of property much under the mark, probably full 30 per cent. The *mode*, however, has remained the same since 1846, and from that period affords a very correct standard of *comparative values*. The following are the *aggregate* valuations of property in Ohio since 1845:

In 1846, assessed value		$404,396,004
1847,	do	410,763,160
1848,	do	421,067,991
1849,	do	430,839,385
1850,	do	439,876,340
1851,	do	462,148,620
1852,	do	507,581,911

It thus appears, that the value of property in Ohio has increased 25 per cent. in seven years, or just about 3½ per cent. per annum, but it also appears that it has increased *sixty-eight millions*, or 15 per cent. in *two years*. The *rate* of increase in value, according to this, is also *double* what it was prior to the last two years. We are inclined to think this corresponds with the actual condition of things. The amount, for example, of *surplus products*, shipped from this State in 1851–52 was about double in value what it had been the previous years. If an accurate comparison were made between the *exports* of the State and the increased value of property, it would be found that one corresponds very nearly to the other. In Ohio—which affords a vast surplus of agricultural produce—almost the entire amount of exports is clear profit, and is equivalent to the money of investment. Thus in the year 1852, the *surplus* of Ohio was exported to an amount about equal to *forty millions of dollars;* and that will be found to be about the increase in the value of property. But, that we may understand the value of different species of property, we give below a table of the classified value for 1852.

24,413,620 acres of land	$273,378,773
Town lots, value	81,558,374
Moneys and credits	41,878,524
Merchants' stock	18,152,774
Manufacturers' stock	5,556,193
Stocks, bonds, etc	7,754,630
Private banks, etc	1,248,751
Non enumerated articles	14,375,634
402,695 horses	16,863,796
2,992 mules	125,925
1,136,700 cattle	10,097,858
1,299,746 hogs	3,090,836
3,050,796 sheep	3,581,385
48,284 pleasure carriages	2,494,068
32,415 watches	676,982
2,731 pianos	405,738
Banks	22,121,629
Railroads	8,945,571
Plank roads	302,939
Turnpike roads	474,241
Bridge companies	142,317
Telegraph companies	55,154
Insurance companies	544,276
Other companies	199,985

The banks, bridge, turnpike, and other companies enumerated have not their stock, but the property by law liable to taxation, enumerated. The eight millions set down to railroad companies is not the amount of their stock, but the assessment of property for taxation, which they own in the several counties. In the above valuation, about one hundred and fifty-two millions is *personal* property, that is, *movable*. Of this, about *thirty-four* millions is in live stock; *three and a half* millions in carriages, watches, and pianos; about *sixty* millions in mercantile business; and about *forty* millions in various kinds of stocks.

The *average* value of land in this State is set down at $11 per acre; the *minimum* being the county of Van Wert at $1.80 per acre; and the *maximum*, the county of Hamilton at $47. The highest valuation of purely agricultural lands, uninfluenced by towns, is in the county of Warren, where the *average* value of farm lands is $24 per acre, that is for the whole county. The *average* value of an arable, cultivated farm in Warren county is actually about double that, or near $50 per acre.

Supposing two crops out of three in Ohio to yield the present surpluses of agricultural produce, there will be added to the actual value of the State an average of *thirty millions per annum;* so that, in 1860, the assessed value of the State, on the present plan of estimation, will be over seven hundred millions, and the real value not less than a thousand millions.

The valuation of the county of Hamilton, most of whose value is in the city of Cincinnati, has been as follows:

In 1848	$52,921,942
1849	53,887,166
1850	55,670,631
1851	57,565,338
1852	68,845,544

It will be observed, that the increase in this county is 25 per cent in *two* years, and we have no doubt it really has increased in that proportion. At the present rate of increase of wealth and population, the assessment of its property will continue to increase in the same manner.

Statistics of Piano Fortes and Piano Women.—If one should judge by their ears, in Cincinnati, they would say that every second woman was a piano player—but they would be much deceived. There is more noise than substance in this piano playing. The good State of Ohio has thought proper to tax this musical machine, and thereby we have a return of the number. The Auditor of State returns 2,731 piano fortes in Ohio. Now, there are in Ohio about 200,000 adult women; consequently there is only about 1 in 66 women who play on the piano. There are thirty-three counties in the State with less than *five* pianos in each of them. What barbarians they must be!

Supposing two players in a family to each instrument, there are less than 6,000 players on the piano in Ohio. It appears, therefore, that the piano is yet an aristocratic instrument. There is great hope for the manufacturers. There is before them a vast multitude of common mortals, upon whom to impress the melodious idea of the piano forte.

Internal Improvements of Virginia.—We learn from the Richmond Whig, the Virginia Legislature has made three-fifths subscriptions and loans for internal improvements to the following amounts:

To the Central Railroad	$1.000,000
To the Manassa Gap Railroad	480,000
To the Brandonville and Fishing Creek Road	28,000
To the Orange and Alexandria R. R.	252,000
To the Danville and Wytheville Turnpike	12,000
To the Shipton Turnpike	6,000
To the Cassville & Chapmanville Turnpike	6,000
To the Cranberry Summit & Brandonsville Turnpike	4,800
To the Beverly and Fairmont R. R.	30,000
To the Richmond and Danville R. R.	600,000
To the Petersburg and Norfolk R. R.	480,000
To the Richmond and York Railroad	300,000
To the Surrey and Port Royal Turnpike	36,000
To the Virginia & Tennessee Road	1,000,000
	$4,524,800

REVENUES AND EXPENDITURES OF OHIO.—

The total receipts of the State of Ohio in 1852	$3,329,102
Total disbursements	2,736,060
Balance in Treasury	$ 593,042
Receipts, taxes collected	$1,608,964
Canal tolls	656,958
Balance previously in Treasury	312,699
Of the disbursements there were interest on foreign debts	$961,127
Redemption of debt	384,775

The financial condition of Ohio is at present very good. There has been in the last ten years a vast increase of wealth, and a diminution of debt.

HAMILTON COUNTY, OHIO, TAXES.—Total amount of Hamilton county's proportion to the State of taxes collected $234,443,01
Amount of credits due from the State. 32,190,70

Balance due the State $202,252,31

Paid, Tuesday, March 8, to James Johnston, City Treasurer, the city's proportion of the taxes, as follows:

Corporation Fund	$384,471,44
School Fund	79,851,11
	$464,322,55

Paid, Tuesday, March 8, to Messrs. Crossman, Houk, and Gossin Township Trustees:
Cincinnati Township's proportion taxes for 1852 $23,301,29

CENSUS OF CALIFORNIA.

The San Francisco Times and Transcript of the 26th January, issues a supplement containing the census report of the State for 1852. It is computed by the Secretary of State, published by order of the Governor, and will probably be issued shortly in pamphlet form. It contains much of interest to the people of California, although it is difficult to resist the conclusion that the census has been very imperfectly taken. It makes the population of the State only 224,435, which must fall considerably short of the real number.

We take from the report the statistics of Sacramento county, and the recapitulation of the census of the State:

Population	12,589	Indians, male	62
Whites, male	9,457	Indians, female	18
Whites, females	1,739	Indians over 21 years	38
Citizens over 21 y'rs	7,431	Foreign resid'ts, male	971
Negroes, male	195	For'n resid'ts, female	281
Negroes, female	45	For'n residents over 21 years	1,015
Negroes over 21 y'rs	218	Chinese	804
Mulattoes, male	80	Chinese, male	794
Mulattoes, female	18	Chinese, female	10
Mulattoes ov'r 21 y's	84		

PRODUCTIONS AND CAPITAL.

No. Horses	3,727	Bushels Oats	10,700
No. Mules	1,190	Bushels Corn	1,247
No. Cows	3,945	Bushels Wheat	14,299
No. Beef Cattle	3,718	Bushels Potatoes	28,204
No. Work Oxen	2,057	Tons Hay	10,042
No. Sheep	3,077	Total value of Live Stock	1,335,698
No. Hogs	4,617		
No. Poultry	16,228	Total v'lue agricultural products	737,643
Bushels Barley	157,071		

HORTICULTURE.

Pounds Beets	612,295	Pounds Pumpkins	460,100
Pounds Onions	713,750	Pounds Turnips	356,600
Pounds Cabbage	1,317,750	Acres Melons	358
Pounds Tomatoes	1,039,809		
Pounds Carrots	107,500	Total value	$339,682
Pounds Parsnips	60,650		

Amount generally invested	$5,358,394
Amount in quartz mining	124,165
Amount in placer mining	89,808
Amount in other mining operations	169,850
Amount in stock	1,335,698
Amount in farming	737,643
Amount in gardening	339,682
Total	$8,155,241

RECAPITULATION.

Total population of the State 223,435

COMPOSED AS FOLLOWS:

Butte County	8,572	San Francisco	36,151
Calaveras	20,102	San Luis Obispo	984
Colusi	620	Santa Clara	6,664
Contra Costa	2,755	Santa Cruz	1,219
*El Dorado, not returned.		Santa Barbara	2,131
Klamath	530	Shasta	4,050
Los Angelos	7,831	Sierra	4,855
Marin	1,036	Sisky ou	2,240
Mariposa	8,969	Solano	2,335
Mendocino	416	Sonoma	2,337
Monterey	2,728	Sutter	1,207
Napa	2,116	Trinity	1,764
Nevada	21,365	Tuolumne	17,657
Placer	10,734	Tulare	8,575
Sacramento	12,589	Yolo	1,307
San Diego	2,932	Yuba	22,005
San Joaquin	5,029		

PRODUCTIONS AND CAPITAL OF THE STATE.

No. Horses	64,773	Bushels Wheat	271,763
No. Mules	16,578	Bushels Potatoes	1,303,170
No. Cows	104,339	Bushels Corn	62,532
No. Beef Cattle	315,392	No. Quartz Mills	108
No. Work Oxen	29,065	Acres of Land in cultivation	110,748
Bushels Barley	2,973,734		
Bushels Oats	100,407		

CAPITAL INVESTED IN

Quartz mining	$5,399,350	Other mining	$3,757,625
Placer mining	4,136,159	Other purposes	41,061,933

*El Dorado, one of the most populous counties in the State, is presumed to contain 30,000 inhabitants, which gives the entire population of the State at 234,435.

UNITED STATES COINAGE.—The following table will show the coinage at the Philadelphia Mint for the two months of 1853:

	January.	February.	Total.
Double Eagles	$4,024,460	$2,300,800	$6,325,260
Eagles	114,600	202,330	316,930
Half Eagles	137,880	.....	137,880
Quarter Eagles	239,775	129,715	369,490
Dollars	292,673	298,435	591,108
Total Gold	$4,809,388	$2,931,280	$7,740,668
Quarter Dollars	.....	11,050	11,050
Dimes	.....	9,500	9,500
Half Dimes	.....	6,750	6,750
Three Cents	93,750	81,000	174,750
Total Silver	93,750	108,300	202,050
Cents	3,861	2,000	5,861
Gold, Silver, & Copper	$4,906,999	$3,041,580	$7,948,570
In 1852	4,242,336	3,043,830	7,286,186
Decr'se this year	.....	2,250	.....
Incr'se this year	$664,663	.....	662,384

PUBLIC DEBT OF VIRGINIA.—The Senate Committee of Finance in the Virginia Legislature have made a report on the debt of the State, for the two years commencing the 30th September, 1850, and ending the 30th September, 1852, and the probable receipts and disbursements of the Treasury during the fiscal year, which will end on the 30th September, 1853.

Liabilities	$9,949,535 25
According to this statement, the actual debt of the State on the 30th Sept., 1851, was	11,080,453 30
Funds and resources of the State, on the 30th Sept., 1852	15,149,626 05
These consist of productive funds amounting to	7,256,416 13
Funds unproductive but more or less available	285,690 00
Stocks in improvement companies not completed	6,936,517 23
Stocks in improvement companies completed and unproductive	885,384 90
	$51,543,672 86

The Committee estimate the Treasury receipts for the year ending 30th September, 1853, at $1,517,583 49, and the disbursements for the same period, at $1,436,733 84.

THE PUBLIC DEBT OF MARYLAND amounts at present in total to $15,260,673, or $9,166,490, exclusive of sinking fund and a loan of credit to the Baltimore and Ohio Railroad as follows:

For Balt. and Ohio R. R. 5 per cent	$497,000
For Balt. and Ohio R. R. 5 per cent sterling	*3,200,000
For Balt. and Washington R. R. 5 per cent	500,000
For Ches. and Ohio Canal Co. 5 per cent	622,000
For Ches. and Ohio Canal Co. 6 per cent	2,035,000
For Ches. and Ohio (sterling) 5 per cent	4,537,222
For Balt. and Susquehanna R. R. 4½ per cent	100,000
For Balt. and Susquehanna R R. 6 per cent	1,543,334
For Balt. and Susquehanna R. R. 3 per cent	500,000
For Balt. and Susquehanna R. R. 5 per cent	88,710
For Susquehanna and Tidewater 5 per cent	1,060,000
Miscellaneous	453,526
Total	$15,136,792
*Less loan to railroad	3,200,000
Total	$11,936,792
Less of sinking fund	2,770,302
Present net indebtedness	$9,166,490

Miscellaneous.

JOHN ERICSSON---HIS LIFE AND GENIUS.

We find in Appleton's Magazine a sketch of Ericsson, prepared several years since, by John O. Sargent. As it gives an outline of his life, it will be interesting to our readers at this time. This is not the place for a criticism on his late caloric ship. But, this much we may say: There is *no indication* yet that Ericsson's principle is at all applicable to vessels in the valley of the Mississippi, where powder, speed, and above all, *light draught* is required. We are told for example, that the Ericsson vessel draws 17 feet of water without a load! But there are other places where the engine may be used.

Looking over an old volume of the "Glascow Practical Mechanic," we find a sketch of Capt. Ericsson, in a lecture delivered in this country by John O. Sargent, on the improvements in steam navigation. It will be new and possibly interesting to many of our readers at this time.

JOHN ERICSSON was born in 1803, in the province of Vermeland, among the iron mountains of Sweden. His father was a mining proprietor, so that the youth had ample opportunities to watch the operation of the various engines and machinery connected with the mines. These had been erected by mechanicians of the highest scientific attainments, and presented a fine study to a mind of mechanical tendencies. Under such influences, his innate mechanical talent was early developed. At the age of ten years, he had constructed with his own hands, and after his own plans, a miniature saw-mill, and had made numerous drawings of complicated mechanical contrivances with instruments of his own invention and manufacture.

In 1814 he attracted the attention of the celebrated Count Platen, who had heard of his boyish efforts, and desired an interview

with him. After carefully examining the various plans and drawings which the youth exhibited on this occasion, the count handed them back to him, simply observing in an impressive manner—"Continue as you have commenced, and you will one day produce something extraordinary." Count Platen was the intimate personal friend of Bernadotte, the King of Sweden, and was regarded by him with a feeling little short of veneration. It was Count Platen who undertook and carried through, in opposition to the views of the Swedish nobility, and of nearly the whole nation, that gigantic work, the Grand Ship Canal of Sweden, which connects the North Sea with the Baltic. He died viceroy of Norway, and left behind him, in the north of Europe, the reputation of one of the greatest men of the country. The few words of kind encouragement, which he spoke on the occasion to which I have referred, sunk deeply into the mind of the young mechanician, and confirmed him in the career on which he had entered.

Immediately after this interview, young Ericsson was appointed a cadet in the corps of engineers, and after six months' tuition, at the age of 12 years was appointed nivelleur at the Grand Ship Canal, under Count Platen. In this capacity, in the year 1816, he was required to set the work out for more than six hundred men. The canal was constructed by soldiers. He was at that time not tall enough to look through the leveling instrument, and in using it he was obliged to mount upon a stool, carried by his attendants for that purpose. As the discipline in the Swedish army required that the soldier should always uncover the head in speaking to his superior, gray headed men came, cap in hand, to receive their instructions from this mere child. While thus employed in the summer months, he was constantly occupied during the winter with his pencil and pen; and there are many important works on the canal constructed after drawings made by Ericsson at this early age. During his leisure hours, he measured up and made working drawings of every implement and piece of machinery connected with this great enterprise, so that, at the age of fifteen, he was in possession of accurate maps, of the whole work, drawn by his own hand.

His associations with military men on the canal had give him a tendency for military life, and at the age of seventeen he entered the Swedish army as an ensign, without the knowledge of his friend or patron—Count Platen. This step excited the indignation of the count, who tried to prevail on him to change his resolution; but finding his arguments useless, he terminated an angry interview, by bidding the young ensign to "go to the devil." The affectionate regard which he entertained for the count, and gratitude for the interest taken by him in his education, caused the circumstances of this interview to make a deep impression upon Ericsson, but were not sufficient to shake his determination.

Soon after the young ensign had entered upon his regimental duties, an affair occurred which threatened to obscure his hitherto bright prospects. His colonel, Baron Koskull, had been disgraced by the king about the time that he had recommended Ericsson for promotion. This circumstance induced the king to reject the recommendation. The colonel was exceedingly annoyed by this rejection, and having in his possession a military map made by the expectant ensign, took it to his royal highness the crown prince Oscar, and besought him to intercede for the young man with the king. The prince received the map very kindly, expressing great admiration of its beautiful finish and execution, and presented himself in person with it to the king, who yielded to the joint persuasion of the prince and the map, and promoted the young ensign to the lieutenancy for which he had been recommended.

About the time of this promotion, the government had ordered the northern part of Sweden to be accurately surveyed. It being the desire of the king that officers of the army should be employed in this service, Ericsson, whose regiment was stationed in the northern highlands, proceeded to Stockholm, for the purpose of submitting himself to the severe examination then requisite to precede the appointment of government surveyor. The mathematical education which he had received under Count Platen now proved very serviceable. He passed the examination with great distinction, and in the course of it, to the surprise of the examiners, showed that he could repeat Euclid verbatim—not by the exercise of the memory, which in Ericsson is not remarkably retentive, but from his perfect mastery of geometrical science. There is no doubt that it is this thorough knowledge of Geometry to which he is indebted for his clear conceptions on all mechanical subjects.

Having returned to the highlands, he entered on his new vocation with great assiduity. There are yet in the archives of Sweden detailed maps of upward of fifty square miles made by his hand. Neither the great labors attending these surveys, nor his military duties, could give sufficient employment to the energies of the young officer. He now commenced the arduous task of compiling a work on canals, to be illustrated by sixty-four large plates, representing the various buildings, machines and instruments connected with the construction of such works.

Other labors prevented the immediate completion of this work; and so rapid is the improvement in civil engineering, that the lapse of a very few years from the time of the intended publication, would have rendered it of but little practical utility.

While thus variously occupied, being on a visit to the house of his colonel, Ericsson on one occasion showed his host, by a very simple experiment, how readily and by what simple means mechanical power may be produced, independently of steam, by condensing flame. His friend, being a lover of the sciences, was much struck by the beauty and simplicity of the experiment, and prevailed upon Ericsson to give more attention to the principle, which he considered highly important. The young officer accordingly made some experiments on an enlarged scale, and succeeded in the production of a motive power equal to that of a ten-horse steam engine. So satisfactory was the result of these experiments, from the compact form of the machine employed, as well as the comparatively small consumption of fuel, that he conceived the idea of at once bringing it out in England, the great field for all mechanical inventions.

Ericsson accordingly, through his colonel, obtained leave from the king to visit England, where he arrived on the 18th May, 1826. He there proceeded to construct a working engine on the principle to which I have referred; but soon discovered that his flame-engine, when worked by the combustion of mineral coals, was a different thing from the experimental model he had tried in the highlands of Sweden, with fuel composed of splinters of fine pine wood. Not only did he fail to produce an extended and vivid flame, but the intense heat of the mineral coals so seriously affected all the working parts of the machine as soon to cause its destruction. These experiments, it may well be supposed, were attended with no trifling expenditure; and to meet their demands upon him, our young adventurer was compelled to draw on his mechanical resources.

Invention now followed invention in rapid succession, until the records in the Patent Office in London were enriched by the drawings of the remarkable steam boiler on the principle of artificial draft; to which principle we are mainly indebted for the benefits conferred on civilized life by the present rapid communication by railways. In bringing this important invention before the public, Ericsson thought it advisable to join some old and established mechanical house in London, and accordingly he associated himself with John Braithwaite, a name favorably known in the mechanical annals of England. This invention was hardly developed, when a favorable opportunity was presented for testing it in practice. The directors of the Liverpool and Manchester Railway, before erecting the stationary engines by which they had intended to draw their passenger and freight carriages, determined to appeal to the mechanical talent of their country, in the hope of securing some preferable mode of transit. A prize was accordingly offered, in the fall of 1829, for the best locomotive engine, to be tested on the small portion at that time completed of the railway. Sufficient publicity not having been given to their advertisement, Ericsson was not aware that any such prize had been offered until within seven weeks of the day fixed for the trial. Unwilling to permit the occasion to escape him, he was not deterred by the shortness of the time, but applying all his energies to the task, planned the engine, executed the working drawings, and caused the patterns to be made, and the whole machine completed within the seven weeks. The day of trial arrived. The competing engines were on the ground, and the novelty of the race had attracted an immense concourse of people. Both sides of the railway, for more than a mile in length, were lined with thousands of spectators. There was no room for jockeying in such a race—for inanimate matter was to be put in motion, and that moves only in accordance with immutable laws. The signal was given for the start. Instead of the application of whip and spur, the gentle touch of the steam valve gave life and motion to the novel machine. Up to that period, the greatest speed at which man had been carried along the ground was that of the race horse; and no one of the multitude present on this occasion expected to see that speed surpassed. It was the general belief that the maximum attainable by the locomotive engine would not much exceed ten miles. To the surprise and admiration of the crowd, however, the Novelty steam carriage, the fastest engine started, guided by its inventor, Ericsson, assisted by John Braithwaite, darted along the track at the rate of upward of twenty miles an hour.

The breathless silence of the multitude was now broken by thunders of hurras that drowned the hiss of escaping steam, and the rolling of the engine wheels. To reduce the surprise and delight excited on this occasion to the universal standard—and as an illustration of the extent to which the value of property is sometimes enhanced by the success of a mechanical invention—it may be

stated, that when the Novelty had run her two miles and returned, the shares of the Liverpool and Manchester Railway had risen ten per cent.

I now propose to take a hasty glance at Ericsson's caloric engine.

The late Professor Harvefeldt, of Sweden, one of the first mathematicians of the day, stated in a public lecture, not many years ago, that there is nothing in the theory of heat which proves that a common spirit-lamp may not be sufficient to drive an engine of a hundred horse-power. It will readily be believed that the professor had but few hearers who did not smile at the suggestion; but among those few we may number Ericsson, who, from the earliest period of his mechanical labors, had been in the habit of regarding heat as an agent, which, while it exerts mechanical force, undergoes no change. This extraordinary fact Ericsson exemplifies by a simple but conclusive illustration, for the readier reception of which by my readers, it will be well to introduce particular dimensions. Suppose the piston of an ordinary steam-engine cylinder to be at the bottom, and suppose the force of the steam intended to be admitted into this cylinder under the piston to act with the force of 100,000 pounds, which is the force on a piston of fifty inches diameter, acted upon by steam of 50 pounds pressure to the square inch. Suppose the cylinder to be 10 feet long, and the piston to be loaded with a weight equal to these 100,000 pounds. If, now, a sufficient quantity of steam of the stated pressure be admitted from below the piston, this load will be elevated through the whole length of the cylinder; and hence we shall have raised a weight of 100,000 pounds through a space of 10 feet. But who will contend that this immense amount of mechanical force has required any expenditure of heat? Does not the steam, after having lifted this weight, contain just as much heat as it did before leaving the steam-boiler—less only the losses by radiation? And does not that heat retain all the properties after the operation, which it possessed before? Am I then incorrect in stating that we have obtained this power without changing the nature, or diminishing the energy of the heat employed.

From what I have already said, it will be readily inferred that the principle forming the basis of the caloric engine is that of returning the heat, at each stroke of the piston, and using it over and over again. This is obviously impracticable if steam is employed as the acting medium. Ericsson, therefore, uses the permanent gases, and, in preference to all others, atmospheric air. The object which he seeks to accomplish, is simply this—that the heat, contained in the air which escapes from the working cylinder, should be effectually taken up by the air which enters it, at each stroke of the engine. This result Capt. Ericsson has accomplished by means of an apparatus which he styles a regenerator; and so perfectly does it operate, that the heat employed in first setting the engine in motion, continues to sustain it in full working force, with no other renewal or addition than may be requisite to supply the inconsiderable loss by radiation. This remarkable invention was first brought before the scientific world in London, in 1833, though it had been a favorite subject of speculation and reflection with Capt. Ericsson for many years. With the prominent exception of the celebrated Dr. Andrew Ure, and Prof. Faraday, now the most distinguished chemists in England, nearly all the leading scientific men of the day united in condemning the principle on which it was based, as unsound and untenable.

The interest which this subject excited, did not escape the British government. But a short time was permitted to elapse before the Secretary of the Home Department, Lord Althorp, now Earl Spencer, made his appearance in the engine room where the new motive power was in operation. His lordship was accompanied by Mr. Brunel, the constructor of the Thames Tunnel, and a gentleman at one period distinguished for his skill and enterprise as an engineer. At this time he was somewhat advanced in years, and therefore, perhaps, not most judiciously selected by his lordship to judge of this invention. At the very outset he conceived an altogether erroneous notion of the new power, which he would not suffer to be corrected by explanations. An earnest discussion arose between Mr. Brunel and the inventor on the spot, which was followed by a protracted correspondence. The result was, that an unfavorable impression of the new power was communicated to the British government.

The invention fared but little better at the hands of Prof. Faraday, from whose efficient advocacy and influence the most favorable results might have been anticipated. This gentleman had announced that he would deliver a lecture on the subject in London, in the spacious theatre of the Royal Institution. The novelty and interest of the invention, combined with the distinguished reputation of the lecturer, had attracted a very large audience, including many individuals of eminent scientific attainments. Just half an hour, however, before he was expected to enlighten this distinguished assembly, the celebrated lecturer discovered that he had mistaken the expansive principle, which is the very life of the machine. Although he had spent many hours in studying the caloric engine in actual operation, and in testing its absolute force by repeated experiments, Prof. Faraday was compelled to inform his hearers, at the very outset, that he did not know why the engine worked at all. He was obliged to confine himself, therefore, to the explanation of the regenerator, and the process by which the heat is continually returned to the cylinder, and re-employed in the production of force. To this part of the invention he rendered ample justice, and explained it in that felicitous style to which he is indebted for the reputation he deservedly enjoys, as the most agreeable and successful lecturer in England.

Other causes than the misconceptions of Brunel and Faraday operated to retard the practical success of this beautiful invention. The high temperature at which it was necessary to keep up the circulating medium of the engine, and the consequent oxidation, soon destroyed the pistons, valves, and other working parts. These difficulties the inventor endeavored to remedy in an engine which he subsequently constructed of much larger powers, but without success. His failure in this respect, however, has not deterred him from prosecuting his invention. During his residence in this country, Capt. Ericsson has constructed two engines, though purely experimental, with the view of working at a reduced temperature; and he is gradually, but surely, approaching the realization of his great scheme.

☞ We would call the attention of railroad companies to Messrs. Bartlett & Co.'s advertisement of Lubricating Oil.

FALMOUTH SUSPENSION BRIDGE.

The town of Falmouth, on Licking River, (Ky.) about 35 miles from Cincinnati, has the honor of having a suspension bridge, till recently, and even yet, one of the curiosities of art. M. D. Griffith Smith, the engineer who constructed it, has given in the *Covington Journal* an elaborate description of this work, and the principles of science on which it is constructed. We shall content ourselves here with giving only the leading *features* of the bridge.

The ability of the bridge to resist lateral pressure is at least 150 tons.

Therefore, no damage to the bridge can result from *storms and hurricanes*.

CAPACITY OF BRIDGE.

Span of bridge, 323 feet; width, 16 feet; hight of towers, 30 feet; number of suspending cables, 8; length, 432 feet; aggregate strength of cables, 704 4–10 tons.

Number of stay cables, 8; aggregate strength, 180 tons; aggregate strength of suspenders, 1,795 4–10 tons; strength of anchor chains, 1,440 tons; amount of anchorage masonry, 436 perches.

The greatest weight the towers will bear with safety, 1,420 5–10 tons; the force of a hurricane upon the bridge, 13 85–100 tons.

Number of persons that may collect upon the bridge, 1,653; number of oxen, 198; number of six horse teams, 12.

Maximum weight of suspenders, 43 5–10 tons; maximum transitory load, 60 tons; maximum load, 103 5–10 tons; maximum tension, 190 53–10 tons.

The Falmouth suspension bridge is now completed. The mail and other travel now proceeds without any interruption; the dangers and delay of the ferry have ceased to be, and the traveler rejoices to know they are no more.

The engineer (Mr. Smith) and the Company both deserve high credit.

INTER-OCEANIC CANAL.—A company has been advertised for constructing an Atlantic and Junction Canal through the Isthmus of Darien, at the cost of £15,000,000 sterling. This route, it appears, has never been actually surveyed, but some superficial observations lately made, have led to the assumption that if the levels should prove, such as they are supposed to be, a canal capable of passing the largest vessels without locks might be excavated for the sum specified. That the revenue to be derived from a ship canal between the oceans, would be such as to repay even a very heavy expenditure, is a conclusion long since arrived at by those who have most thoroughly investigated the question; but whether an outlay of £15,000,000 for a work that must be subsidiary to the Nicaragua canal, every foot of which has been the subject of the most precise estimates, and which can be built so as to admit large ocean steamers, such as the Northern Light, for less than £4,000,000 will be found profitable, is a point upon which there would seem little difficulty in forming an opinion. The shares of the proposed Company are to be of £100 each, with a deposit of 10s; and a conditional concession of the line has been obtained from the government of New Grenada, to whom the sum of £24,000 is to be paid within twelve months of its date.—*London Times, Feb.* 8.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
New York and Erie	1st mortgage, not convertible	7	1867	117	
Do do	2d " convertible	7	1859	108	110
Do do	Income, not convertible	7	1855	96	97½
Do do	Convertible till 1861	7	1871	94	95
Do do	" " 1862	7	1862	95	97
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	
Baltimore and Ohio	Transferable. Taxed	6	1867	100	
Do do	Coupons. Not Taxed	6	1875	96	97
Do do	" "	6	1860	98	
Do do	"	7	1860	95¼	
Do do			1885	92½	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	123	
Do do do	No mortgage, convertible	7	1855	123	
Cleveland and Erie	1st mortgage	7	1861	105	
Do do	2d " not convertible	7	1861	99½	
Little Miami	No mortgage, convertible 1852–4	7	1858–61	117½	
Do	" " till 1855	7	1861	117	
Columbus and Xenia	1st mortgage, convertible	7	1859	115	
Ohio and Pennsylvania	" "	7	1865–6	109	
Do do	Income. No mortgage, convertible	7	1872	104	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Lawrenceburg and Upper Mississippi	1st " "	7	1866	98	100
Indiana Central	1st " "	7	1866	99	100
Do do	"	10	1857	101	103
Cleveland and Pittsburgh	1st " "	7	1860	102	
Do do	Income "	7	1855	98½	
Ohio Central	1st mortgage, convertible, west section	7	1861	98	
Do	1st " " east "	7	1864	96¼	
Mansfield and Sandusky	1st "	7	1860		
Michigan Central	No mortgage, convertible	8	1860	110	111
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	100	
Do Southern	1st " " "	7	1860	101	102
Northern Indiana	1st " " "	7	1860	98	99
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	
Do do do	" 3d " not convertible	7	1862	95	
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	106	
Terre Haute and Richmond	1st " "	7	1866	111	
Indianapolis and Bellefontaine	1st " "	7	1860–1	103	
Indianapolis and Lafayette	" "	7	1861	92	
Bellefontaine and Indiana	" "	7	1866	104	
New Albany and Salem	" on 1st section	10	1858–62	107	
Do do	1st " on other sections, convert.	8	1864–75	95	
Panama	1st " convertible	7	1866	140	
Milwaukie and Mississippi	1st " " 1857	8	1862	102½	
Cincinnati, Hamilton and Dayton	1st " " till 1855	7	1861	104	106
Pennsylvania	1st " " " 1860	6	1880	109	
Alabama and Tennessee	1st " " " 1872	7	1872	96	
Covington and Lexington	1st " " " 1862	7	1862	100	
Do do	2d " "	6	1862	91	
Dayton and Western	1st " "	7	1862	93½	
Jeffersonville	1st " not "	7	1861	89	
Evansville and Illinois	1st " convertible 1857	7	1862	86	
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	98	
Illinois Central	1st " not convertible	7	1875	par.	
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	
Dayton and Michigan	1st " "	7	1867	94	
Marietta and Cincinnati	1st " "	7	1868	95	
Ohio and Indiana	1st " "	7	1867	96	
Steubenville and Indiana	1st " "	7	1865	93	
Parkersburgh	" Guar. City of Baltimore	7	....	103	104

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D.
U. S. Loan, 6s, 1856	107¾	
Do 6s, 1862	115	
Do 6s, 1867	120	120½
Do 6s, 1868	120	
Do 5s, 1853*	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

* By an official notice from the Secretary of the Treasury, we learn that the five per cent. stock of 1853 will be redeemed on the 1st of July; after which date interest will cease.

State.

Alabama 5s		
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110½	111
Do 7s		
Illinois Canal Bonds, 1860		
Do do 1860, registered		
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	92
Do do Improvement	60	
Indiana 5s	99	100
Do 2½s	55	56½
Do Canal Loan 6s	96	
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	8	10
Kentucky 6s, 30 years, 1871	110¼	110½
Do 6s, 15 years	110	111
Do 6s, large bonds		
Do 5s	93	95
Michigan 6s		
Ohio 6s, 1856	105	105½
Ohio 6s, 1860	109	110
Do 6s, 1870	114	117
Do 6s, 1875	115	117
Do 5s, 1856		
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	97	97½
Tennessee 6s, new loan		107
Do 5s	94	96
Virginia Coupons, 6s, 1886	110⅜	110½

City Securities.

Philadelphia 6s, 1876–90	107¼	107½
Baltimore 6s, 1870–90	107	109½
Boston Bonds, 5s		
Albany 6s, 1867–9	109	110
Cincinnati 6s	105	106
Do 5s of 1884	86	87
St. Louis 6s	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	97½	100
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¼	93
New York 7s, 1857	108	
Do 5s, 1858–60	100	101
Do 5s, 1870–5	104	
Do 5s, 1890	104½	
Savannah 7s, 1870–6		
Richmond 6s, 1882	93	94

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	

STOCK TABLE.—CONTINUED.

Banks.

OHIO.

Ohio Life Insurance and Trust Co	104½	106
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	115
Northern, and Branches	115	120
Southern, and Branches		
Bank of Louisville		
Kentucky Trust Co	101½	

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

Railroads.

	shares.	off'd.	ask'd.
Cleveland, Columbus and Cin		125	127
Little Miami	$50	117	119
Mad River and Lake Erie	50	87	90
Xenia and Columbus	50	112	115
Bellefontaine and Indiana		97	100
Indianapolis and Bellefontaine	25	95	98
Indianapolis and Lafayette		70	80
Cleveland and Erie			
Cleveland and Pittsburgh		98	105
Ohio and Pennsylvania			
Cin. Wilmington and Zanesville		56	
Cincinnati Hamilton and Dayton	100	103	105
Dayton and Western		65	75
Dayton and Miami			
Eaton and Hamilton	25	70	75
Ohio and Mississippi	50	82½	90
New Albany and Salem	50	50	60
Jeffersonville and Indianapolis		70	80
Madison and Indianapolis		101	103
Lawrenceburg and Upper Mississippi	50	78	80
Indiana Central	50	84	87
Do do 10 per cent	50	86	90
Peru and Indianapolis	25	65	70
Terre Haute and Richmond		100	105
Covington and Lexington	50	70	72
Illinois Central		130	
Michigan Central		105	106
Michigan Southern		120	122
Ohio Central		95	100
Sandusky and Mansfield			
Columbus and Lake Erie			
Northern Indiana		123½	125
Pennsylvania		49	50
Baltimore and Ohio		84	86
Panama		130	135
New York and Erie		84	85
Nashville and Chattanooga			
Louisville and Frankfort			
Lexington and Frankfort			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Hillsboro' and Cincinnati		78	80
Marietta and Cincinnati			
Toledo, Norwalk and Cleveland		100	105
Parkersburgh			
Maysville and Lexington		60	
Macon, Georgia		106	108

N. B. It will be observed that the SHARES of the different roads vary in price, some being $25, some $50, and some $100, each. The quotations, therefore, are not PER SHARE, but upon the HUNDRED DOLLARS; thus the excess over 100 is above par, and the amount less, so much below par.

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	⅜ prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	⅜ prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	½prem	¾prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	
American Gold	½ per cent. prem.,		
Silver	4@4½ per cent. prem.		

Thompson's Reporter says of Land Warrants:

Land Warrants have risen so rapidly, and have now reached so high a price, that we hardly think there is much probability of a further advance. There is, besides, a possibility that Congress may yet do something with the public lands that will effect the price of land warrants.

	Off'd.	Ask'd.
160 acre warrants	$162	$166
80 acre warrants	84	86
40 acre warrants	43¼	44¼

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, March 12, 1853.

5	shares Cincinnati & Whitewater Canal Stock, per share	$1 75
5	" Lexington Turnpike Co. Stock, per share	10 00
10	" Kentucky Trust Co. Stock, per $100	100 50
100	" Little Miami Railroad Stock—not sold, offered per $100	116 50
25	" Covington & Lexington R. R. Stock, per $100	70 50
50	" Lawrenceburg and Upper Mississippi Railroad Stock, per $100	78 00
10	" Ohio and Mississippi Railroad Stock, not sold, offered per $100	80 00
Notes of Whitewater Canal Co., 1840, amounting to $670, with interest accumulated to amount of $505, sold per $100		72 00

Cincinnati, Wednesday, March 16, 1853.

10	Shares Cincinnati and Whitewater Canal Co. Stock, per share	$1 75
5	" Fuel Co. Stock, per share	5 12½
25	" Coal Mining Co. Stock, per share	10 00
25	" Lebanon and Springfield Turnpike Stock, per share	6 00
50	" Little Miami Railroad Co. Stock, off'd,	118 00
140	" Indianapolis and Bellefontaine Railroad Stock, offered	95 50
$75	" Springfield, Mt. Vernon and Pittsb'g Railroad Co., guaranteed by the Company to redeem at 85 cents on the dollar, offered	66 00
8	" Indiana Central Railroad Stock	84 50
6	" Do do do	84 50
100	" Mad River Railroad	90 25
27	" Lawrenceburgh and Upper Mississippi Railroad Co. Stock, including $110 interest	83 50
101	" Do do various dates, including $330 back interest	81 50
65	" Cincinnati, Hamilton and Dayton R. R. Stock	105 00
21	" Covington and Lexington Railroad Stock, with back interest	71 50
7 Bonds, viz.: 2 of $1000 and 5 of $500 each, Indiana Central Railroad Co., interest 10 per cent. since January 1, 1852, secured by property along the line, guaranteed by the road. Coupons attached, and convertible into stock, offered		84 00
4 Bonds of $500 each, Ohio Medical College, interest 10 per cent., (second mortgage,) off'd.		85 00

MONEY MARKET.

The money market at the East has been growing more and more stringent daily, for some time past; and were it not for the abundance of money in all the active channels of trade, the consequences might be serious; but the trading community presents no pressing demands for money; the condition of trade and commerce, and of productive and manufacturing industry were never more prosperous.

The worst effects of this stringency in monetary affairs have been apparent in the stock market, especially in fancy stocks, in which speculation is mostly carried on on borrowed capital. Stocks are daily declining, and will probably continue to do so for some days yet, or until this present excitement among the Eastern banks shall subside.

Even government securities have given away slightly. The effects of this uncertainty in the stock market at the East are visible in the quotations of stocks and bonds with us.—Quite a falling off in prices will be noticed in very many cases, while in only two cases, the Cincinnati, Columbus and Cleveland Railroad and the Baltimore and Ohio Railroad stocks, is there any advance. The weekly sales of stock at auction at the Merchant's Exchange, in this city, may be regarded as a good criterion by which to judge of the fluctuations in the value of such property.—Though all that is offered is not sold, yet the "*offers*" are good evidence of the state of the market.

The money market here is slightly more stringent; the demand, though not unusually large, having exceeded the supply. Country merchants are coming up fully to the expectations of their creditors in the way of payments. Under this state of things, with prudent management on the part of the banks, no fears of a monetary revulsion need be entertained. Eastern exchange has advanced from ¼ to ¾ per cent. premium.

A New Bank.—We learn from the Connersville (Ind.) Times, says the Cincinnati Gazette of March 2d, that a new institution styled "The Fayette County Bank," has been recently started in that city, with a capital stock of $500,000, by a company whose integrity and banking qualifications assure us that tee organization is in competent hands, and will meet with abundant success. The organization was effected under the General Banking Law of that State. At a recent meeting of the Board of Directors, M. Helm, Esq., was chosen President, and L. D. Allen, Cashier. Its business operations commence on the 21st of this month.

Louisville and Frankfort Railroad.—The receipts of the Louisville and Frankfort Railroad for the month of February, were as follows:

For Passengers	$7,313 90
" Freight	5,944 16
" Mail service	464 27
" Express	148 40
	$13,869 83

This shows an increase over the corresponding month of last year, of near one thousand dollars.

BANKERS AND BROKERS.

ELLIS & MORTON,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

BANKER'S CIRCULAR.
J. SMITH HOMANS,
EDITOR AND PUBLISHER.
No. 3 St. George's Place, East 13th St., New York.
OFFICE, No. 167 Broadway, Second Floor.
HOURS, 10 A. M. to 1 P. M.

ENGRAVERS, &c.

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.
Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., &c. New York, Philadelphia, Boston and Cincinnati.
All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.
Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.
Cincinnati Office, corner of Third and Walnut Streets. CHAS. A. JEWETT, Ag't.

Rawdon, Wright, Hatch & Co.,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order, of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.

BANK NOTE ENGRAVING.
DANFORTH, BALD & Co.,
No. 34 East Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
Engraved in a style unsurpassed.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.
H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of Geo. K. Stillman.) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms.

Lithography and Engraving.
RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
Cincinnati, Ohio.

General Map Establishment,

No. 3 College Hall, Walnut Street,
CINCINNATI.

E. MENDENHALL,
MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.



HOTELS.

GIBSON HOUSE.
Walnut, between Fourth and Fifth Streets,
CINCINNATI, O.
Opened March 1st, 1852.
O. H. GEFFROY,.....*Proprietor.*

WALNUT STREET HOUSE.
Walnut Street, between Sixth and Seventh,
CINCINNATI, OHIO.
J. W. SWENEY,..... *Proprietor.*
☞ This House has recently been enlarged and refitted throughout.

WINNE HOUSE.
North-East corner of Third Street and Broadway,
CINCINNATI, OHIO.
K. WINNE,..... *Proprietor.*
☞ This new, elegant, and commodious Hotel is now open to the traveling public.

RAILROADS.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton — thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.
Leave Cincinnati for Dayton at 1.15 P. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House. HENRY O. AMES,
Superintendent.

PENNSYLVANIA RAILROAD.

NOTICE TO EASTERN TRAVELERS.

A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
" " Cleveland " 26 "
" " Pittsburgh " 19 "

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R.,			$16 30
Cleveland	"	"	10 00
Massillon	"	"	10 00
Pittsburgh	"	"	9 50
Cincinnati	"	(Cincinnati to Pittsburgh by steamboat,)	11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, JR., & CO., Cincinnati.
February, 1853.

TO CONTRACTORS.

HENDERSON AND NASHVILLE RAILROAD.

SEALED bids addressed to the President of the Henderson and Nashville Railroad Company, at Henderson, Ky., will be received and are invited until the 1st day of April, 1853, for the construction of that part of said road running from the town of Henderson, by the way of Madisonville and Hopkinsville, to Trenton, Todd county, Ky., in all about eighty-three miles. The bids may be made out on either or any of the following basis—

1. For the grubbing and grading, including the ditching, draining, cuts, fills, culverts, bridges, and turnouts complete, ready for the wooden superstructure, *of any one or more sections of the Road.*
2. The same, with the addition of the wooden superstructure ready for the iron rails.
3. The same, with the iron rails, chairs, etc., ready for the rolling stock, including broken stone or gravel ballasting.
4. The same, with the depots, wood and water Stations, Engine and Car houses, offices, etc., complete for use, or,
5. Bids will be received as above for the construction of the *entire Road*, on the following basis:

1. For the grubbing and grading, including ditching, draining, cuts, fills, culverts, bridges, and turnouts complete, ready for the wooden superstructure.
2. The same, with the wooden superstructure.
3. The same, with the iron rails, chairs, and broken stone or gravel ballasting, ready for rolling stock, including wood and water stations, etc.
4. The same, with the full equipments of rolling stocks, depots, wood and water stations, engine and car houses and shops, offices, etc., complete, and the whole road and its equipments perfect and ready for use.

Complete drafts, maps, and profiles of the Road from Henderson, via Madisonville and Hopkinsville to Trenton, together with plans, estimates, and specifications of the work, may be seen by persons disposed to bid for the whole or any part of it, at the Henderson and Nashville Railroad Office, in Henderson, Ky., on and after the first day of March, 1853. Bidders will please give their Post Office address in their proposals

By a compact between the Henderson and Nashville Railroad Co., and the Edgefield and Kentucky Railroad Co., their roads are to be united at the Tennessee and Kentucky State line, and then form a continuous line of Railroad from Henderson on the Ohio, to Edgefield, on the Cumberland river immediately opposite to Nashville, a distance of only about *one hundred and forty miles.* When it is considered that at Nashville, through the Nashville and Chattanooga Railroad, this road connect with the whole system of Railroads and rivers leading to Charleston, Savannah, and the South Atlantic seaboard, and from thence by a Southern route of Railroads to all the Eastern and Northern cities, and that at Evansville, Indiana, only ten miles of perpetual navigation on the Ohio river distant from Henderson, it connects with the systems of Canals, Railroads, and Rivers which penetrate and drain the valleys of the Mississippi and the Lakes, and extend by a Northern route to the Eastern and North-eastern cities, it cannot be doubted that this is a most important road. But if it be taken into the account that it presents much the shortest, and owing to the remarkably

favorable profile of the country, far the cheapest route for a railroad designed to connect these Northern and Southern Systems, that it penetrates the richest beds both of bituminous coal and iron ore heretofore valueless because land-locked—that it passes through an agricultural region of great fertility and remarkable beauty, and opens in the South Atlantic States by the shortest, speediest, cheapest, and best route, a market comparatively new, for the teeming products, especially provisions, of the valley of the Mississippi and the Lakes, its value and importance can not be over-estimated—that it will pay and pay richly both in dividends to the stockholders and in indirect profits to those whose residence gives them an interest in the means of transportation and travel which it will afford can not be doubted.

Any further or more detailed information asked either orally or by letter will at any time be cheerfully given.

By order of the Board of Directors of the H. & N. R. R. Co. ED. H. HOPKINS, Pres't.
Henderson and Nashville R. R. Co.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the office of the Maysville and Big Sandy Railroad Company, in the city of Maysville, Ky., until Saturday, April 2, 1853, at sundown, for Graduation and Masonry of fifty-one miles of the road, between Maysville and Springville, (opposite Portsmouth, Ohio.) Plans, Profiles, and Specifications will be ready for inspection for two weeks before the day of letting.

The line from Springville to the mouth of Big Sandy river will be put under contract as soon as this Company receive reliable assurance of being met at that point by the Virginia Central Railroad. By order of the Board of Directors.

THO. B. STEVENSON, Pres't.
CHAS. B. CHILDE, Chief Engineer.
JAMES A. LEE, Secretary.
March 17, 1853.

Cincinnati and Indiana Railway.



NOTICE is hereby given, that books for subscription of stock in the above Company will be opened on WEDNESDAY, the 23d day of March next, at the office of Worthington & Matthews, in the city of Cincinnati, and at the offices of the Lawrenceburgh and Upper Mississippi Railroad Company, in Lawrenceburg and Indianapolis, in the State of Indiana.

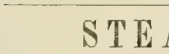
HENRY HANNA,
HENRY VALLETTE,
PETER ZINN,
Feb. 15, 1853. G. H. DUNN.

STEAMBOATS.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

Land at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M.

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to
A. IRWIN, JR., & Co.,
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Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

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Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—200 kegs Shoenberger's and Wheeling Nails.

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ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

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Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

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Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

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The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts , Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

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NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

Lightner's Patent Axle Boxes,

FOR RAILROAD CARS.

THE attention of those engaged in building and using Railroad Cars is called to this

PATENT AXLE BOX,

As possessing numerous advantages over all others. Among which we enumerate the following:

First. The original cost is much less.
Secondly. It saves seventy-five per cent. in oil.
Thirdly. No dust can gain access to the journal.
Fourthly. It prevents all possibility of "*heating*" the journals.
Fifthly. Its construction is simple,—not liable to become loose by service, and allows a free inspection of the journals and boxes.
Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars.
Seventhly. The trucks and wheels are free from oil and dirt usually seen on railroad cars.

The following Testimonials from a few of the Roads using these Axles are offered, viz.:

This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

The bearings may be removed from the journals of an eight wheel car, examined, and returned to their places, by one man, occupying but twenty minutes, which would require two men half a day with the common boxes in use in New England.

For economy and convenience, Mr. Lightner's patent axle boxes excel any thing which has hitherto been applied to Railway Cars.

Signed, PAGE LOVEJOY,
Supt. Car Building and Repairs
Old Colony R. R. Co

Office of the Fitchburg & Worcester R. R.
Fitchburg, June 2, 1851.

H. F. ALEXANDER, Esq.—Dear Sir: The Lightner Box has been in use upon our railroad during the last year, and has given entire satisfaction We find our engines and cars require much less power to move them than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore, as a matter of safety, we have the boxes examined once a month, and oiled if necessary; the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances, they have run more than sixteen thousand miles without being oiled or sustaining any injury.

Yours Respectfully,
IVERS PHILLIPS. Pres't.

Orders and communications in regard to Lightner's Patent Axles may be addressed to

H. F. ALEXANDER, Sole Agent,
Office No. 15, Railroad Exchange, Boston, Mass.

Railroad Car Findings.

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Wheels & Axles, Jaws, Boxes, and Castings Fitted.

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws.

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

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Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.

ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.

B. BARTLETT. H. A. BICKNELL.

B. BARTLETT & CO.

COMMISSION MERCHANTS,

No. 28 West Front Street,

CINCINNATI, O.

OILS, SPTS. TURPENTINE, & COTTON.

We are prepared to supply for

RAILROADS, STEAMBOATS,

AND

Machinery Generally,

Machinery Oil, Robbins Patent, at $0.50 per gal.
Pure Sperm Oil, at $1.50 per gallon.
Lard Oil, No. 1, at 80 cents per gallon.
Lard Oil, No. 2, at 70 to 75 cents per gallon.
Neat's Foot Oil, at 70 cents per gallon.

The Machinery Oil remains

Liquid in the Coldest Weather.

On Railroads and in Machine Shops it is commonly used with Lard Oil, Tallow Oil, or Neat's Foot Oil; on car boxes (close boxes) it will answer without a mixture quite as well as Sperm or Lard Oil. Comparing its price with all other Oils, it is the most economical lubricating Oil in use.

Also on hand,

Linseed Oil,	Alcohol,
White Lead,	Spts. Turpentine.
Castor Oil,	Candles, etc.

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AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
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GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale by
GEO. GARDNER & CO., Boston, Mass.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
GEO. GARDNER & CO., Boston, Mass.

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For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
No. 64 Second street.

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS,
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IN COVINGTON, KY.,
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FOR THE SOUTH AND WEST.
CONTAINING the hours of departure, fare, stations, and distances upon upwards of
Eighty Railroads.
Also, the towns, distances, and steamboat information relating to
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With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.
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The New American Form Book,
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Arranged by a member of the Cincinnati Bar. In one 12mo volume, bound in leather. Price $1.
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"A reliable manual of commercial and legal forms has long been a desideratum in the West, and this work will doubtless supply that want. We have carefully examined it, and find the chapters on promissory notes, bills of exchange, partnership, arbitration, &c., very comprehensive, yet concise. Here merchants will find the law without its jargon and verbiage. The forms of deeds, mortgages, leases, and other conveyances of land are admirable for brevity, yet we find them containing all the covenant and material points of the old complicated conveyances. The directions for drawing deeds, for executing and acknowledging them, in the several States and territories, must prove highly valuable to all who wish to draw such instruments."—Judge WARDEN, *Cincinnati Citizen, Sept.* 17, 1852.
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"The information is lucid, concise, and evidently exceedingly correct It is intended as a popular work, and contains much information upon points not to be found in any other single book." *St. Louis, Mo., Times, Oct.* 4, 1852.
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No. 167 and 169 Walnut St., Cincinnati.

CINCINNATI
BOOK TRADE SALE.
THE FIRST CATALOGUE of the twenty-fourth sale to commence on MONDAY, March 21st, 1853, is now published, and contains valuable invoices from many large publishers and stationers who have never contributed to sales, making the stock of popular standard Books, Blank Books, Letter and Cap Paper, and other stationery, much larger and better assorted than has ever before been offered. The quantities in most of the invoices will be greatly increased at prices much lower than the same could be sold at private sales. The increased facilities for transportation will enable the conductors to deliver the stock sold from four to six weeks earlier than goods bought at the East can be received in the West. These considerations, with the liberal credit to large purchasers, leave no inducements for Western Booksellers to attend the Eastern sales.
N. B. Catalogues will be sent free of expense to any of the trade who would like to attend the sale.
A second catalogue, containing additional invoices, will be published on the first day of sale.
HAYDEN & HUBBARD,
Trade Sale Rooms,
South-east cor. Fifth and Walnut Sts., up stairs.

PHILADELPHIA
Type and Stereotype Foundry.
THE subscribers would call the attention of Printers to the greatly reduced prices of their present list. They now offer

Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
Brevier	42 "	Diamond . .1	60 "

Determined to spare no expense in making their establishment as perfect as possible, they have recently got up a complete set of justly celebrated SCOTCH-CUT LETTER, from Diamond to English, to which they particularly invite attention.
Having lately made numerous additions to their stock of Fancy Types, Borders, Ornaments, &c., their assortment is now unrivaled in the United States; and their improved methods of casting, and of preparing metal, enable them to furnish orders in a manner to insure satisfaction.
Printing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a printing office, constantly on hand, at the lowest rates.
Second-hand Presses, and Type used only in stereotyping, at reduced prices.
Books, Pamphlets, Music, Labels, &c., &c., stereotyped with correctness and despatch.
N. B. Specimen Books will be sent to Printers who wish to make orders.
L. JOHNSON & Co.,
No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.
AND
PRINTER'S WAREHOUSE.
L. T. WELLS, Agent.
THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of
PLAIN AND FANCY JOB TYPE.
Our new Scotch Face Type will be found well adapted for book and newspaper work.
The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.
Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount.

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No. 167 Walnut Street, above Fourth,
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BOOKS AND PAMPHLETS
Stereotyped, Printed, and Bound.
Music of every Description
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Stereotyped at short notice, in the best manner.
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BRAND AND PATTERN LETTERS
On hand or fitted to order.
Second hand Type for Sale.

THE
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IS PUBLISHED EVERY THURSDAY MORNING,
At No. 167 Walnut St. Cincinnati, O.
E. D. MANSFIELD, EDITOR.
The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.
AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.
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" " per annum	20 00
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" " per month	10 00
" " per annum	75 00
One page, single insertion	10 00
" " per month	25 00
" " per annum	200 00

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J. A. & U. P. JAMES,
Publishers, No. 167 Walnut st., Cincinnati.
*** All papers inserting this Prospectus three times, will be entitled to an exchange for one year.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 4. CINCINNATI, THURSDAY, MARCH 24, 1853. Vol. 1.

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RAILROAD AND ROUTE BOOK,

FOR THE SOUTH AND WEST.

The publishers would call the attention of Railroad Officers, Superintendents, and others interested, to the benefit that would ensue to their respective Roads, by having them correctly reported in this little Guide Book, which is issued quarterly, and as much oftener as the demand may require.

As it is the aim of the publishers to make this a *reliable* work for travelers, they would be glad to receive any information relative to Roads of the South and West, as often as any change may be made. Copies of the Route Book will be sent to any Railroad Company gratis, on application.

As a *medium of advertising* for Railroad Companies, it offers great inducements. Terms moderate.

NOTICE TO RAILROAD COMPANIES.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

THE VALLEY OF THE MUSKINGUM,

ITS EXTENT AND PRODUCTS.

The Mohican and Whitewoman's river unite above Coshocton, and at Coshocton are joined by the Tuscarawas river. These united streams make up the Muskingum, which, passing Coshocton, Zanesville and McConnellsville, joins the Ohio at Marietta. They receive the waters of numerous creeks, flowing from the west and east, and together make up one of the most interesting minor valleys in the United States. Its products are as various as any part of the temperate zone, and its soil as prolific in material for wealth and commerce.

The valley of the Muskingum comprehends, in all, fifteen counties of Ohio, viz: Stark, Wayne, Ashland, Richland, Knox, Coshocton, Holmes, Tuscarawas, Carroll, Harrison, Licking, Muskingum, Guernsey, Morgan, and Washington. These counties contain 7,000 square miles, or about *four and a half millions of acres*. Their population, in 1850, was as follows:

Richland	30,877
Ashland	23,326
Stark	39,888
Wayne	33,045
Knox	25,870
Coshocton	25,671
Holmes	20,458
Tuscarawas	31,732
Carroll	17,685
Harrison	20,150
Licking	38,845
Muskingum	45,023
Guernsey	30,472
Morgan	28,593
Washington	29,512
Total	443,987
Population per square mile	63

This exceeds the density of New England, and nearly equals that of New York.

The chief towns of the Muskingum country are:

Zanesville	10,500
Coshocton	1,586
Cambridge	2,489
Cadiz	2,436
Mount Vernon	3,710
Newark	3,778
McConnellsville	2,310
Mansfield	3,577
Canton	2,604
New Philadelphia	1,415
Marietta	4,142
Wooster	2,797
Massillon	2,000
Total population	43,344

The productions of this valley are both agricultural and mineral. Of the former, wheat and corn are by far the most important and as a GRAIN-GROWING region, this district is unsurpassed by any in the United States. This will be fully proved by the table of wheat and corn raised in these counties, in 1850, as exactly ascertained by the Assessors of the several townships, viz:

	Wheat.	Corn.
Richland, bushels	795,213	563,320
Ashland	633,996	560,512
Stark	1,071,177	651,328
Wayne	971,560	600,000
Knox	762,267	762,906
Coshocton	862,809	962,646
Holmes	640,459	389,550
Tuscarawas	883,071	669,008
Carroll	577,235	316,999
Harrison	532,578	609,010
Licking	849,116	1,527,734
Muskingum	1,003,096	1,249,456
Guernsey	564,787	851,181
Morgan	661,104	834,998
Washington	264,316	684,184
Total	11,072,784	11,232,832

We think that no other district of equal extent and equal population, can show so large a grain crop. There are but *three* States in the Union (Ohio excepted,) which produce more wheat than the Muskingum valley alone! Neither Illinois, Michigan, or Wisconsin, of whose wheat we hear much said, produce as much wheat as the valley of Muskingum, with only fifteen counties of Ohio! If we allow six bushels to each individual, (quite enough,) we find that there is a *surplus of eight millions of bushels of wheat in the Muskingum valley*. This surplus is carried to Sandusky by the Mansfield Railroad, and to Cleveland by the Ohio canal, and to Harmar. We find in *Hunt's Merchant's Magazine*, that the flour and wheat received at the port of Buffalo last year, and which made one of the leading articles of commerce on the Erie canal, were equivalent to *twelve* millions of bushels of wheat. It appears, then, that an amount equal to more than half of all that arrived at Buffalo was exported from the valley of the Muskingum. It was not all sent to Buffalo, for a large amount was sent down the Ohio river, by way of Harmar.

The total production of grain in the Muskingum valley *averages* more than *fifty* bushels for *each person*. To compare the production of *wheat*, with some of the wheat-growing States, we have the following results, viz:

Muskingum Valley	25	bushels.
Pennsylvania	7	"
Virginia	9	"
Maryland	8	"
Illinois	10	"
Michigan	12	"
Wisconsin	14	"
Ohio	16	"

It will thus be seen, that the wheat production of the Muskingum valley is 50 per cent. above the state of Ohio, which is greater than that of any other state.

The MINERAL PRODUCTIONS of the Muskingum valley are not inferior to those in agriculture. The most useful known minerals, viz., coal and iron, abound in immeasurable quantities. Of the fifteen counties above described, *eleven* are underlaid with COAL; *three* with IRON; *three* with SALT WATER, and several have the greatest abundance of fine sandstone. Dr. Hildreth made a section of the hills at Dillon's furnace, Muskingum county, from the bed of the Licking, 206 feet. In this vertical distance, there were four beds of iron ore, two of coal, and one of limestone. The county of Tuscarawas contains coal enough to supply the United States. Lower down in Muskingum and Licking, iron ore is abundant, and in Morgan, Washington, and Muskingum, there is salt water. In the course of time, there will be gathered in these districts, a great manufacturing population, who will come to the iron and coal, where they can be fed by this great grain field, without having the food carried to them.

The RAILROAD FACILITIES of the Muskingum country, will soon be also of the highest order, intersecting it in all directions. It will be intersected east and west,

1. By the Ohio and Pennsylvania Railroad, passing through Mansfield, Wooster, Canton, to Pittsburgh.

2. By the Central Railroad, passing through Newark, Zanesville, &c.

3. By the Cincinnati and Marietta Railroad, passing through Marietta north and south.

4. By the Mansfield Railroad, passing through Mansfield, Mount Vernon and Newark.

5. By the Akron Railroad continued, which will pass through Millersburg, &c.

Part of the Springfield and Mount Vernon, and the Steubenville Railroads, also pass through the upper Muskingum country.

With the immense productive capacities above stated, the density of population already acquired, and the artificial communications soon to be established, the Muskingum valley will be unsurpassed by any portion of the United States. In common with all the eastern parts of Ohio, its agricultural capacities have been developed far in advance of its mineral resources. Great as its density of population now, as compared with most of the United States, there can be no doubt, that a section where coal and iron are within the reach of all its citizens, and the means of carrying off its manufactures lie at every door, there will be a much greater population in future.

Railroads.

PADUCAH AND VINCENNES RAILROAD.

Among the recent railroad projects, that from Paducah to Vincennes is one of the best. It is been ascertained that a line only 120 miles in length, will connect the Mobile and and Ohio Railroad at Paducah, with the Ohio and Mississippi line at Vincennes. The Mobile Road finds a far better line, and cheaper one, by terminating at Paducah, or making a branch there, than by the original route to Cairo. Hence, that Company desire to make that branch, and agree, that if the citizens of Paducah and McCracken county, Ky., will raise the funds to grade the road, the Company will iron and furnish it. This, Paducah and McCracken will be able to do, so that the road from Mobile to Paducah may be regarded as made.

The Illinois Legislature has granted a charter for the road to Vincennes, and if that can be made, the Mobile Company will enjoy great advantages by the new route. For example, it is 170 miles by the Illinois Central Road from Cairo to Vincennes; but it is only 120 from Paducah to Vincennes, thus cutting off 50 miles, which is no little matter, in a great route. From Mobile to Cincinnati by this route will be 812 miles, and can be run in 32 hours. By way of the Jackson, (Miss.,) Road, New Orleans can be reached in 40 hours.

The Paducah Road, if made, would aid greatly in developing an immense region of country, now but sparsely settled and little improved. In addition to the advantages spoken of above, in connection with the Ohio and Mississippi Railroad, it will connect at Vincennes with the road to Terre Haute, and thence on by the valley of the Wabash to Toledo, forming one of the most important links in the north and south line.

We know not what means can be had to construct this work, but we do know, that capitalists, contractors and speculators, are daily engaging in schemes much less likely to be profitable than this one.

THE INDIANA CENTRAL RAILROAD, consolidated with the Dayton and Western Road, is now completed from Dayton, Ohio, to Richmond, Ind., and will, in the course of some three weeks, reach Centerville. A passenger train is already running upon the completed portion, and a large amount of produce is finding its way to Dayton by this channel, and thence via the Cincinnati, Hamilton and Dayton Railroad to the Queen City of the West.

SOUTH-WESTERN RAILROAD.

CINCINNATI TO PENSACOLA.

The South-Western Railroad is the one about being constructed from Danville to McMinnville, (as will be seen by a communication in this paper.) The work will be carried on through Winchester, (Tenn.,) to Guntersville, (Gunter's Landing,) and thence to Selma, (Alabama;) thence on one side to Mobile, and on the other to Pensacola.

This will be by far the most direct railroad route from Cincinnati to the Gulf of Mexico. There is a strong probability that the whole line will be made. Of the South-Western Railway, (Danville to McMinnville,) there is no doubt. We learn from one of the Company that $500,000 have been raised for the Kentucky part, south of Danville, and $825,000 for the Tennessee part; making $1,325,000 for the whole line. The distance is about 162 miles, and with so large a sum to begin with, the work can be made. We learn that offers are made to construct it, by several responsible firms. If the several works above mentioned be made, then there will, in fact, be a continuous line of railroad from Cincinnati to Pensacola, the best harbor on the Gulf of Mexico.

The entire distance from Cincinnati to Pensacola will be 720 miles, which will be run in 30 hours! The change of climate, which may be made so rapidly and cheaply, will of itself greatly increase the number of passengers and traffic of the road. Passengers might be carried the whole distance from Cincinnati to Pensacola, profitably, for $10.—Such a work as that would be the greatest wonder of modern locomotion.

CINCINNATI, WILMINGTON AND ZANESVILLE RAILROAD.—The grading of this road, between Morrow and Wilmington, is nearly completed, and the iron for laying that portion of the track has been received. The contractor will commence putting it down in a few days, and the railroad will be finished to the latter place by the first of July, whence it will be speedily completed to Washington. It is also understood that the road will be finished to Lexington by the first of January next; and that Lancaster will be in connection with the Queen City by the first of November at farthest.

CHICAGO AND ROCK ISLAND RAILROAD.—The cars on this road were run to Lasalle, 40 miles, on Thursday last, and returned the same evening, having made the run in good time.

When the first train arrived, all the townspeople were astir, a salute was fired, and a sumptuous dinner was provided at the Hardy House. The ladies were not behind in their enthusiasm, and presented the Company with a white flag to commemorate the occasion.

CENTRAL OHIO RAILROAD.

This road between the cities of Columbus, O., and Wheeling, Va., a distance of 140 miles, was commenced in June 1850, and is now completed to Zanesville, 59 miles, and laid with inverted T rail, 60 pounds to the yard. The estimated cost of the road will be about $2,455,000, or about $19,642 per mile, machinery about $300,000. The whole unfinished portion is under contract, and expected to be completed by the spring of 1854. The charter of this Company, also, authorizes an extension of the road west of Columbus to the Indiana State line.

The connections of this road are very numerous and important, and when consummated, will make it second to none in our State. It connects at Wheeling with the Baltimore and Ohio, and the Hempfield Roads from the east; the Marietta Road on the south, and the Cleveland and Pittsburgh extension from Wellsville on the north; at Cambridge with the McConnellsville Road from the south; at Zanesville with the Akron Road from the north, and the Cincinnati, Wilmington and Zanesville Road, opening direct communication with Cincinnati; at Newark with the Steubenville and Indiana Road from the north-east; the Newark and Sandusky from the north, and the Scioto and Hocking Valley from the south; and at Columbus with the Cleveland Road from the north; the Columbus and Xenia from the south, and the Columbus, Piqua and Indiana Road from the west.

The work is being pushed forward vigorously; the stock and bonds rank high among capitalists at the East, as we see from the following extract from the *N. Y. Tribune:*

We have been advised of a sale, a few days since, in Baltimore, of $400,000 of the non-convertible bonds of the Central Ohio Railroad. These bonds are a part of $800,000, secured by the first and only mortgage upon the division of the road between Zanesville and Wheeling. Of the balance, $200,000, have been sold by Delano, Dunlevy & Co., Agents of the Company in this city, at prices ranging from 95c. to par, and $200,000 yet in their hands, will probably be reserved until the wants of the Company require a sale, or until further developments in regard to the business of the road, which has proved very flattering since the opening between Zanesville and Columbus, about a month since. The receipts from way traffic alone, without the opening of the coal trade, (bound to be a very important element in the success of the road,) and without the facilities of a single freight or passenger house for the accommodation of trade, are stated to be equal to ten per cent. upon the whole cost of that portion of the line. This, we believe, is nearly double the result achieved in the same period of its operations, by the Columbus and Xenia Road, which is now earning from 15 to 18 per cent.

The Buffalo and State Line Railroad has declared a dividend of $5 on each share of the capital stock of the Company.

RAILROAD DECISION.

A Dear Ride.—In the case of E. H. Derby, of Boston, *vs.* the Reading Railroad Company, the Supreme Court of the United States have affirmed the judgment for the plaintiff, rendered by the United States Circuit Court at Philadelphia. Mr. Derby recovered a verdict in 1851 against defendants, for $3,000, for the fracture of his jaw and other injuries sustained by a collision on the Reading Railroad; the defendants took the case to Washington upon exceptions to the Judge's charge.

The defendants undertook to show at the trial that Mr. Derby was on the Ariel, an express engine used by the Directors, when inspecting the line, and jumped from her without cause. But it was shown by the evidence that he was the last person to leave the Ariel, and either fell or was jerked from her after the others upon her had escaped by jumping. At the trial, an effort was made to show by the engineer of the Ariel, that she was moving but twelve miles an hour, round a curve, when the collision occurred; but this was met by his admission soon after the accident, that he was going at the rate of thirty miles, and was run into by the other engine, improperly on the track.

Two law points were then raised by the defendants, viz., first, that the injury was caused by the willful misconduct of the conductor of a wood train, who had gone up the line after being cautioned by the fireman of the machine shop not to go up until the up-passenger train had passed. Second, that Mr. Derby was not entitled to recover for the injury, being on the Ariel at the request of the President, at his invitation, and not as a paying passenger. Judge Grier, who tried the case, and the Supreme Court, overruled both these points, and gave judgment for the plaintiff for damages, costs, and interest, about $4,000.

Atlantic and Mississippi Railroad, from Terre Haute, Ind., to Illinoistown, opposite St. Louis, Mo. We see by the Terre Haute Courier of 5th inst., which contains an advertisement by this Company for sealed proposals until May 15th, for the grading and masonry of this road, as well as bridging the Wabash at Terre Haute, that this work is intended to be vigorously prosecuted to completion, notwithstanding the refusal of the Illinois Legislature, by a very decided vote, to sanction its construction through their State. How the Company can condemn the right of way through lands of parties hostile to the road, (as many are on the proposed line,) without the authority of the legislature, we can not see. The parties interested in the construction of the road, probably know what they are about, and will take no steps in the matter without unmistakable assurance of ultimate success.

RISING SUN AND AURORA R. R.

The citizens of Rising Sun, Aurora and vicinity, have subscribed $80,000 (which we know to be a good cash subscription,) for the branch to the Ohio and Mississippi Railroad. We understand that with this subscription, the Ohio and Mississippi Railroad Company will make the branch, which will be to the mutual advantage of both parties.

We had the pleasure of visiting Rising Sun on Saturday last, and were surprised at the beauty and fertility of the surrounding country, and the thriving condition of the town. The branch Railroad will pass most of the way through a level bottom of great richness. The work can be easily and cheaply made; and when made, will be of immense advantage to Rising Sun. So, also, that town and the country, which makes that its point of connection with the river, will furnish business for the main road, more than enough to compensate for its construction.

Rising Sun is about 34 miles from Cincinnati by the line of the railway; has an intelligent and thrifty population; a good newspaper; churches, and withal, a healthy and delightful situation. When it can be reached, (as it will in a year or two,) in one hour's pleasant ride, it will be the resort of many of the over-worked, and over-heated denizens of Cincinnati.

Bellefontaine and Indiana Railroad Company.—The third annual Report of this Company gives us the *elements* of the road, which are as follows:

Length of road	118.08 miles.
Straight line	107.84 "
Curved	10.24 "
Highest grade	39.60 "
Total estimated cost	$1,986,682
Cost per mile	16,000

The object of this work is to connect the Indiana system, at Indianapolis, with the Ohio and Pennsylvania Railroad, and the Cleveland Road at Galion. The intermediate distances are:

Galion to Marion	20½
Marion to Bellefontaine	40
Bellefontaine to Sidney	22½
Sidney to Laramie Creek	10
Laramie to Indiana line	25
Total miles	118

This road has some remarkable features. The grades are very low—the radius of curvature very large, and the cost of construction very small. Looking to the fertility of the country through which it passes, it has the strong probability of being a successful and profitable road.

Pomeroy Branch Railroad.—We learn that the stock required ($50,000,) for the Branch Railroad, from Pomeroy (Meigs Co.,) to the Hillsborough and Parkersburgh Road, has been taken, and the branch will be constructed when the main line is made.

IMPORTANT RAILROAD PROJECT.

A meeting was held at Delhi, Delaware county, New York, on the 8th of February, to consider the project of a railroad from Newburg to Syracuse. The proceedings are reported in full in the Delaware Express.—The convention was composed of over 400 delegates, some of whom manifested their interest in the work by coming from a distance of 290 miles to attend the convention, although by the proposed road it would only be about 80 miles, so completely is that portion of New York cut off from railroad facilities.

The distance from Newburg to Syracuse is 170 miles, and the proposed road will shorten the travel from Buffalo to New York 58 miles, from Ogdensburg to New York 133 miles, from Watertown and Cape Vincent to New York 41 miles, from Oswego 64 miles, from Dunkirk 54 miles, from Canandaigua 51 miles, and from Syracuse 67 miles. These great gains over the route now traveled show that the proposed road must command an immense business. It will take the travel from Syracuse west, as a matter of course, and it penetrates a region offering a large amount of traffic, and quite destitute of railroad accommodations. Newburg is on the Hudson river, 54 miles from New York; and opposite Fishkill, the proposed termination of the Hartford, Providence and Fishkill Railroad. Syracuse is midway between Albany and Buffalo, on the great line of railroad which now divides with the Erie road the Western travel. The proposed road forms one side of a triangle, of which the Hudson river road and the Albany and Buffalo roads, as far as Syracuse, form the others.

Maysville and Big Sandy Railroad.—We learn from the Maysville Eagle, that the corps of engineers, which has been engaged since January last in the final location of this road, commenced at Springville, opposite Portsmouth, O., and worked down to Maysville, which place they reached on the 11th inst.

The location of the line has been considerably improved over the preliminary survey. The maximum grade will not exceed 15 feet to the mile, and the sharpest curve will be but two degrees.

By an advertisement in our columns it will be seen that proposals from contractors for constructing the road are solicited. Plans, maps, profiles, and specifications are now ready at the office in Maysville.

Dayton and Michigan Railroad.—We learn from the Dayton Gazette, that this road is completed as far as Troy. When completed to Toledo, its northern terminus, this road will give us a direct communication with Michigan, opening a line of roads to Detroit.

TOLEDO, WABASH VALLEY & St. LOUIS R. R.

We see that arrangements have been made by the Directory of this Company by which the control of this road will pass into the hands of Eastern capitalists, who have agreed to take $1,400,000 stock and construct the entire Indiana portion, connecting Fort Wayne, Peru, Logansport, Lafayette, Covington, and Terre Haute with Toledo, O., direct, on the east; and, by means of the projected and progressing roads through Illinois, with the Mississippi on the west, and have the same completed and fully equipped with the necessary rolling stock, as well as depots, water stations, &c., within two years from the first of April next.

Albert S. White, Esq., the President of the former Company, will be retained, though a complete change will be made in the Board of Directors otherwise.

The same capitalists have purchased the charter of the Ohio portion of the line, from Indiana State line to Toledo, thus obtaining the entire control of the through line. They are well known business men, and there can be but little doubt that under their directions the work will be pushed vigorously forward, and completed within the time specified.

Legal Binding of Railroad Subscriptions.—The Supreme Court of the State of New York has decided that all subscriptions to the capital stock of Railroad companies are binding. The Troy and Boston Railroad Company brought a suit against G. E. Tibbits, for the recovery of an unpaid balance of a subscription of $20,000, upon which $1,000 had been paid. Various technical objections were raised as to the binding of the subscription, but the Court decided in favor of the Company, and ordered a verdict for the plaintiff for $18,500, and interest from the time the calls were made.

Iowa.—The Davenport Gazette has an official notice that John B. Jervis, Joseph E. Sheffield, Henry Farnam, John M. Wilson, Norman B. Judd, Ebenezer Cook, James Grant, John P. Cook, and Hiram Price, have incorporated themselves in accordance with the provisions of the "Code of Iowa," under the name of "The Mississippi and Missouri Railroad Company." This road is intended to unite a point on the Missouri, in Pottawatamie county, near Council Bluffs, with the Mississippi at Davenport. The capital stock of the Company is $6,000,000.

A bill has passed the Illinois Legislature, 42 to 25, chartering a Company to construct a bridge across the Mississippi at Rock Island, which will connect the Chicago and Rock Island Railroad with the one above proposed.

Knoxville and Lexington R. R.—The preliminary survey upon this road was commenced on the 8th inst., by Mr. Pritchard, engineer of the Company.

Important Decision.—In the case of the Philadelphia, Wilmington and Baltimore Railway Company *vs.* Temple—an action brought by Temple to recover damages for injuries sustained in consequence of a collision on the railway—Judge Marshall, of the Court of Common Pleas, to whom the case was appealed, gave a decision involving the following principle: That carriers of passengers are responsible for the passengers' safety, and the latter may recover for injuries sustained by reason of any neglect or fault of the carrier. But, at the same time, the passenger must not violate any regulation of the carrier, or be guilty of any indiscreet exposure of himself; or if he does so, it is his own risk, and he cannot punish the carrier for any injury resulting therefrom. In the case under consideration, Temple had his foot crushed in consequence of a collision of the train in which he was riding, with another train. At the time of the collision, however, it was shown in testimony that Temple was standing on the platform of the car, in direct violation of an established regulation of the Railway Company, and after having been specially warned of peril by the conductor of the train. Judgment was rendered in favor of the appellant.—*Baltimore American.*

The Michigan General Railroad Law, just passed by the legislature, fixes the guage of roads in that State at five feet six inches; exempts all existing railroads from the jurisdiction of Justices of the Peace, from and after the 24th of February. It authorizes any County Court, or City Council in the State, to subscribe to any railroad, and to pay their instalments by an issue of bonds, or by special taxation. They may put in their swamp and overflowed lands, internal improvement and other funds. Any county or city levying a railroad tax, are to issue receipts to the taxpayers, which are assignable and convertible into stock of the Company to which subscription is made.

Signal Lanterns upon Railroads—The matter of signals, cautions, &c., upon English Railways, is much more systematic and complete than in this country; the result is unquestionably a great saving in life and property. The lamps used there as signals at night are of three colors—red, signifying danger; green, denoting caution; and white, indicating safety. Applied to trains in motion, white implies that full speed may be attained; green, proceed slowly; red, stop.

Would it not be well for railroads with us to adopt similar signals?

Albany and Buffalo Railroad.—The consolidation bill for uniting the different railroad corporations between Albany and Buffalo is now under debate in the New York Legislature. It is opposed on the ground of monopoly. If passed, the travel between the two points will be cheapened, and the route itself shortened. It is a measure which should excite some interest in the West.

IMPORTANT RAILROAD DECISION. — In the February term of the Fayette county, Ky., circuit court, Judge Goodloe presiding, constitutionality of the subscription of stock by Fayette and Jessamine counties in the Lexington and Danville Railroad, and the tax levied to pay the subscription, was contested; as well as the legality of the organization of the Company, and of the resolution of the Board of Directors, by a vote of the majority of the stockholders, to extend the road to McMinnville, Tenn., and also the regularity of the assessment of the damages for the right of way through Pettit's (the complainant's) land. The learned Judge, in an oral opinion of some length, decided in favor of the Railroad Company upon all the questions presented.

CENTRAL VIRGINIA RAILROAD.—A bill appropriating $4,000,000 in aid of this road has passed the Senate of Virginia. The friends of the road are anxiously awaiting the action of the House of Delegates.

From what we can gather of public opinion upon this matter in the "Old Dominion," the sentiment seems largely in favor of the appropriation being made; and we trust that we shall soon be able to hear the snort of the iron horse upon the western shores of Virginia, where, uniting with roads through Kentucky, she will bind herself in iron bonds with her sister States of the South and West, and open up a communication through her, hitherto almost inaccessible central counties to her far eastern shores.

THE MAYSVILLE AND LEXINGTON RAILROAD COMPANY, says the Maysville *Eagle*, have made a contract with Mr. Currier, a well known energetic contractor, for laying the superstructure of their road. By the contract, he is to commence laying the rails between Lexington and Paris in May, and have that portion of the road ready for the cars early in July. Another portion of the road will be in operation in September or October, and the whole next spring. All the iron and machinery necessary have been already purchased. The force now employed in grading is very heavy, and the whole work is progressing with great vigor and rapidity.

KNOXVILLE AND LEXINGTON RAILROAD.—At a meeting of the citizens of Knoxville, on Friday night, the 4th inst., at the court-house, called for the purpose of considering and advising together as to the propriety and expediency of the city of Knoxville taking $50,000 of stock in the Knoxville and Lexington Railroad, the following resolution was unanimously adopted.

Resolved, That the Mayor and Aldermen of the city of Knoxville, be requested to investigate and take into consideration the propriety of subscribing $50,000 to the Knoxville and Lexington Railroad.

ANOTHER RAILROAD DECISION.—The case of Anthony Keary *vs.* the C. C. & C. Railroad Company has occupied the attention of the Court of Common Pleas of Cuyahoga county for the last three days, Judge Starkweather presiding. This was an action brought by the plaintiff to recover of the defendant damages which the plaintiff sustained in consequence of a collision between a locomotive and a gravel train on Scranton Flats, on the 3d December, 1851. The plaintiff was a brakeman on the gravel train, and was severely injured, and lost his left hand. The Judge held that the court, in the case of the Little Miami R. R. *vs.* Stearns, reported in 20 O. R., settled the law in this State; that the principal is liable for an injury sustained by an employee through the carelessness and mismanagement of another employee, to whom the injured party is subject.

The jury rendered a verdict of $6,100 damages for the plaintiff. The defendants gave notice of appeal.—*Cleveland Herald.*

BROADWAY, N. Y. CITY, RAILROAD.—The counsel employed by the friends, as well as opponents, of this enterprise are arguing the matter before a committee of the House of Representatives. The weight of the argument seems to be in favor of the project, though the consent of the Legislature is doubtful.

LAKE SHORE RAILROAD. — The Washington correspondent of the Cleveland Herald says:

The difficulty encountered heretofore by the Lake Shore Railroad as to the right of way through Pennsylvania, is now obviated, Congress having, by a general provision in the post road bill, enacted that *all railroad lines* be declared post routes.

THE BALTIMORE AND OHIO RAILROAD has one hundred and fourteen bridges between Wheeling and Cumberland. One of them is six hundred feet long, and elevated forty feet above the Monongahela river, which it spans.

☞ We would invite the attention of Railroad Companies, Car Builders, and others interested, to the advertisement headed "*Railroad Car Findings.*" Messrs. Bridges & Bro. keep constant supplies of every thing appertaining to Car Building.

☞ The Madison Courier states that at a meeting of the Directors of the Madison and Indianapolis Railroad, it was resolved to proceed at once with the prosecution of the branch road from Columbus to Shelbyville.

☞ The Board of Directors of the Louisville and Frankfort Railroad Company, having accepted the resignation of James Guthrie as President, unanimously elected A. L. Shotwell to fill the vacancy thus occasioned.

☞ The election in the city of St. Louis, on the 7th inst., to subscribe $200,000 worth of stock in the Ohio and Mississippi Railroad, was carried by 695 majority.

Banking.

INCREASE OF COIN AND ITS EFFECT UPON PRICE.

After re-examining the most recent information in regard to the supplies of gold from California and Australia, we are compelled to believe that the *data* we have furnished for the future supply of coin and currency is rather *below*, than above, the mark. In fact, the present indications are, that the amount of gold from the new mines will be beyond the most sanguine expectation. This being the case, we may assume that the amount of increase calculated in our former numbers is entirely safe, in making an estimate of the effect on prices.

In our last number we estimated the amount to be added to the *currency* by actual coin, in 1853, thus:

Total supply from the mines.....	$130,000,000
Consumed in the Arts.....	44,510,492
Added to Currency.....	$85,489,503

This is the addition of *one* year. Now suppose this to continue ten years, and we have *added to the coin currency eight hundred and fifty-four millions of dollars.* That this will be at least the addition made, we have no doubt. But, then arises the important question, what is to be the effect of this on prices? And what the effect of that change on the security of property, and the profits of commerce? We believe these problems are capable of a sufficiently accurate solution, by reasoning from past experience and the nature of price.

1. *Price* is an artificial and variable element. The first process in commerce was to exchange one product for another. The bulk of articles making this inconvenient, a *medium* of exchange was invented. The most costly metals, being the most constant in value, gold and silver were finally adopted as the medium. Coinage simply has the effect of establishing a legal *unit*, and *stamping* that unit or its fractions on pieces of metal. Now this *medium* and the *unit* of that medium are both artificial and variable. We may suppose, what is very near the fact, that a *unit* of that medium practically measures a day's *labor*, and by that labor measures what is called the *price* of all commodities. We may again suppose that a *unit* of this medium will make conveniently but a certain number of exchanges. Now, if we suppose again, that the *number* of these *units* is much increased, while the *number* of *days* labor remains stationary, then it is plain there will be a *surplus* of the units of exchange, which those who hold will be willing to advance in order to *command days labor.* In other words, the *price* of labor will advance. If labor advances, then all things dependent upon labor advance, and there is a universal rise of *price*. So also, when prices rise, the advance will be

in proportion to the advance of the surplus. This is the inevitable conclusion of reason. and it is also the universal experience of the world. There has never yet been an increase of currency of any kind, which did not cause an increase of price. The rise of prices between 1500 and 1700 was very great, caused by the mines of South America. But the increase of gold now is ten-fold what the increase of the precious metals was. It is, therefore, perfectly certain that, considered in regard to the *average* prices of Europe and America, there will be a large advance in future. This will be the case with the average value, but it by no means follows, that this will be the case with all species of property in every place. For example, lots and houses in some city, say New York, may already be higher than even the increase of currency will justify. In such a case, speculators and bankers, buying upon an assumed rise, may find themselves very much mistaken. But solid property out of such influences—say a farm in the interior—will advance proportionably with the advance of the currency.

2. But what will be the *proportion* of this rise? Taking general averages, even this is ascertainable. Suppose, for example, as is the fact, that Europe and America are the limits of this financial change, then we have these *data:*

Europe and United States have population, about	250,000,000
United States is one-tenth	25,000,000
United States coin currency	$150,000,000
Same proportion for Europe	1,350,000,000
Total coin currency	$1,500,000,000
Addition in ten years	854,000,000
Proportion of addition	58 per cent.

Now, if this be correct as to increase, then the increase of *prices* will be more than *fifty per cent.* in ten years. This will unquestionably startle many. But there are but two sources of mistake that we can discover in the above, and they both improbable. 1st. It is possible that the coin currency of Europe *may* be greater than we have stated it, which would alter the proportion; but we do not believe it. Look at the semi-barbarian condition of Russia and Poland, and the *uncommercial* condition of half Europe, and consider, also, that the coinage of the United States has been recently doubled, and there is reason to believe that the proportion of coin in Europe is not as great as in the United States. 2d. It may be that the increase of gold will cause a much greater consumption in the Arts. It *may* be so; but, on the other hand, we believe that the production of gold will be greater than we have stated it, and that one may be set off against the other. The latest and most authentic accounts state the production of Australia at seventy millions per annum.

3. What would be the effect of increased prices upon commerce? Experience has shown that the effect of increased money, and advancing prices, has been to quicken commerce. Even when speculation has been the consequence, and many adventurers in commerce have failed yet there seems to result a general benefit to commerce and mankind. Larger amounts of money and credits necessarily enlarge the limits of commercial transactions, and give employment to larger numbers of persons, and furnish cash markets for agricultural laborers who before were without them. Upon the whole, it would be easy to prove, in spite of all temporary bankruptcies and commercial revulsions, that the increase of money, and the advance of price, are beneficial to mankind.

SPECIE—THE BANKS OF NEW YORK, LONDON AND PARIS.—According to an article in the New York *Economist*, the quantities of specie in the banks of New York, London and Paris, on the 30th of January last, were as follows:

Banks of New York	$12,000,000
Bank of France	90,455,766
Bank of England	91,912,933
Total	$194,368,699

NEW SILVER COIN. — The weight of the new silver coinage authorized by the recent act of Congress, which goes into operation in June next, as compared with that coinage since the passage of the act upon the same subject in 1837, is as follows:

	Act of Jan., 1837.	Act of Feb. 1853.
Dollar	412½ grains.	No change.
Half Dollar	206¼ "	192 grains
Quarter dollar	103⅛ "	96 "
Dime	41¼ "	38 40 "
Half dime	20⅝ "	19.20 "

Communications.

For the Railroad Record.

WINCHESTER AND ALABAMA RAILROAD.

OFFICE WINCHESTER & ALABAMA R. R. Co.,
WINCHESTER, Tenn., Jan. 20, 1853.

At a meeting of the Board of Directors of said Company, held at their office this day, there were present Peter S. Decherd, President, and Messrs. H. Francis, Benj. Decherd, Wm. E. Venable, Wiley B. Wagner, Madison Porter, J. M. Burrough, John Handley, Dr. John Fitzpatrick, David Arnett, Geo. Simmons and Geo. W. White, Directors.

Thereupon Wm. E. Venable, Esq., moved the following resolutions, which were unanimously adopted:

Resolved, That a concert of action between the respective Companies, upon the direct route from Lexington, Ky., to Mobile, Ala., is of paramount importance; and that with a view to the general promotion of this great line, extending from Mobile to Lexington, Cincinnati and the Lakes, and in furtherance of the direct interest of the Winchester and Alabama Railroad Company, we hereby definitely adopt as the Southern terminus of our road, some point on the Tennessee river, at or in the neighborhood of Guntersville, and that the road shall be extended in accordance with this resolution.

Resolved, That E. D. Sanford, Esq., Chief Engineer of this Company, represent the interest of this Board at, and present the foregoing resolution to the Convention of the friends of the South Western Railroad Company, to be held at Sparta, Tennessee, on the 27th inst.

I certify the foregoing to be a true copy from the minutes of the Company.

GEO. W. WHITE, *Secretary.*
W. & Ala. R. R. Co.

The foregoing resolution embodies the settled and fixed purpose of our Company, to make the connection at or near Guntersville with the Selma Road. We had propositions from the people of Huntsville, that if we would run our road there, that they would guarantee the building of the road in Alabama, but we, without hesitation, declined to do so. The road is now located to New Market Ala., on the direct line to Guntersville, and more than three miles out of the line to Huntsville. *To Guntersville we will go, and no where else.*

Yours truly,
GEO. W. WHITE, *Sec'y.*

For the Railroad Record.

SOUTH-WESTERN RAILROAD

FROM DANVILLE, KY., TO WINCHESTER, TENN.

Among the many roads being made and projected, we regard the South-Western as entitled to consideration, as it is the last link in a chain of roads connecting Cincinnati and the North with Charleston, Savannah, Mobile, and Pensacola, and in its course passing through the center of Kentucky, Tennessee, Alabama, Georgia, and South Carolina. Upon looking at a correctly designed railroad map, it will be seen that the large and increasing system of railroads in in the South, to avoid the mountains of East Tennessee, converge to the county of Franklin, west of the mountain range, and in Middle Tennessee, where will soon be united the leading thoroughfares of trade and travel from the cities of the Sea and Gulf.

In the North, the great system of roads concentrate principally upon Cincinnati, from whence there are roads making to Danville, in Kentucky. Thus it will be perceived, the two great systems of roads North and South, for the present, terminate at points distant about 165 miles, and from their locality invite a speedy union. The South-Western Road, then, is the link to be forged to perfect the chain, by filling up the space between Winchester, Tennessee, and Danville, Kentucky, which it does without passing across the mountains, but west of and parallel with them.

When this line of Southern connection is completed, the lakes and the sea will be

brought together by the most direct and practicable route.

There are thirty counties in Kentucky and Tennessee accessible by the South-Western Road, containing a population, according to census of 1850, of 252,480 inhabitants, whose present consumption is estimated at five millions of dollars, and whose surplus marketable products of hemp, tobacco, cotton, hogs, mules, horses, and cattle, amounts to eight million five hundred thousand dollars.

This road, it will be seen, will give to Cincinnati a long line of railroad communication without a commercial rival, and certainly secure to her not only the trade and travel of the counties through which this road will pass, but largely add to her commercial character from her direct connection with the South, that will secure to her an immense increase in the transit business of the city.

For the Railroad Record.

THE PACIFIC RAILROAD.

The session of Congress which has now terminated, has been somewhat remarkable for the amount of business that has *not* been done, and which the country required and expected to have done. The most important matter, and one in which the people generally felt the greatest interest, was the Pacific Railroad.

It is generally perceived by everybody, that unless we can have a better and easier mode of communication with the States and Territories on the Pacific, than by going thousands of miles through a foreign territory, or through such an extent of uninhabited country, as to render the risk of life and health a fearful consideration, we can not remain united much longer.

The danger of disunion, for want of the bond which a railroad to California would constitute, is much greater than that from which the fugitive slave law was passed to exempt us; for the separation of the Atlantic States is a political impossibility. There is no boundary that could ever be established between them; but the union of the Atlantic with the Pacific States could be so easily broken, that it will require very careful management to keep them together.

A number of projects were brought before Congress, for the railroad which all know and feel to be necessary, but such a variety of notions respecting its details were brought forward, that the main project was defeated.

We were glad to see that our Senator, Mr. Chase, appeared to be attentive to this subject, and to be anxious to have some efficient measures adopted in relation to it; and we believe that the following amendment proposed by him, constitutes the whole of what has been done during the session, to forward this most important of all the measures claiming the attention of Congress:

U. S. Senate, Feb. 24, 1852.

Amendment, proposed by Mr. Chase, to the act (H. R. 336) "making appropriations for the support of the army for the year ending the thirtieth of June, eighteen hundred and fifty-four."

Add the following additional sections:

Sec. 15. And be it further enacted, That the Secretary of War be, and he is hereby authorized, under the direction of the President of the United States, to employ such portion of the corps of topographical engineers, and such other persons as he may deem necessary, to make such explorations and surveys as he may deem advisable, to ascertain the most practicable and economical route for a railroad from the Mississippi river to the Pacific ocean, and that the sum of one hundred and fifty thousand dollars, or so much thereof as may be necessary, be, and the same is hereby appropriated, out of any money in the treasury not otherwise appropriated, to defray the expense of such explorations and surveys.

Sec. 16. And be it further enacted, That the engineers and other persons employed in said explorations and surveys, shall be organized into as many distinct corps as there are routes to be surveyed, and their several reports shall be laid before Congress on or before the first Monday in February, eighteen hundred and fifty-four.

This survey ought to have been the first measure of our government after getting possession of California, and its delay has been the cause of the sacrifice of more lives than were lost in all the battles of the Mexican war. It is, however, a matter of congratulation to the country, that it is ordered at last.

Statistics.

SALE AND LOCATION OF PUBLIC LANDS IN 1852.

We take the following facts in relation to the public lands, from the report of the Commissioner of the Land Office, made at the last session of Congress. It seems that of 7,500,000 acres of public land *located*, only *one-fifth* part were sold. The residue was about equally divided between land warrants and railroad companies.

Within 1852, 9,522,953 acres were surveyed, and 8,032,463 acres advertised for sale.

In the last fiscal year there were sold	1,553,071	acres.
Located with bounty-land warrants	3,201,314	"
Located with other certificates	115,682	"
Making a total of	4,870,067	"
In addition, there were reported under swamp land grant	5,219,188	"
For internal improvements, railroads, &c	3,025,920	"
Making an aggregate of	13,115,175	"
Being an increase in the amount of lands sold and located with land warrants, over the previous year, of	569,220	"

The whole amount thus sold and located, reported under the swamp-land grant, and selected for internal improvements, railroads, &c., exceeds that of last year by 3,342,372 acres; and the sales would no doubt have been much heavier, but for the extensive reservations for railroads in Mississippi, Alabama, and Missouri.

For the quarter ending Sept. 30, 1852,

There were sold	243,255	acres.
Located with bounty-land warrants	1,387,116	"
Located with other certificates	15,649	"
Making a total of	1,646,020	"
There were reported under swamp land grant	2,485,233	"
Making an aggregate for the quarter, of	4,131,253	"

During the past year, 25,000 letters were received and answered; 1,491 accounts were adjusted and reported to the Comptroller; 21,503 certificates of land sales, 29,226 bounty-land warrant locations, 9,318 declaratory statements, 50,000 swamp land, internal improvement, and other selections were posted; about 70,000 cash, bounty land, and other patents were written, recorded, and transmitted; 7,664,519 acres of swamp land and other selections were certified to the States; and upward of 20,000 pages of letters and accounts were recorded.

TANNERIES OF THE UNITED STATES.

Within a few years, the leather business of this country has been immensely extended. It has trebled since 1840. We export no hides, but we *import a million and a half*, almost entirely from South America. Our trade with Buenos Ayres is largely in this article. The vast plains and slopes of South America abound in cattle, and are hardly fit for any thing else. They are the chief supply of the raw material for some branches of the leather manufacture. We extract from *Appleton's Magazine* the following statistics of tanneries from a lecture by the Hon. Zadoc Pratt, one of the most extensive leather manufacturers in this country:

I have before me a statistical account of tanneries in the United States, which has been carefully compiled from the returns of the last census, a brief summary of which I will here give. In the year 1850, there were 6,263 tanneries in the United States, of which there were over 1,000 in the State of Pennsylvania, while there were only two in the District of Columbia, 1 in New Mexico, 4 in Florida, 8 in Wisconsin, 10 in Rhode Island, 14 in Iowa, 15 in Louisiana, and 16 in Delaware. New York comes nearest to Pennsylvania in numbers, for our State has 942, while Ohio, which has 706, stands next. The capital invested in all the United States tanneries amounts to $19,000,000, of which more than one quarter is in New York. 6,000,000 of hides, and more than two millions and a half of skins, besides 6,000,000 of sheep and other small skins, are tanned yearly. Almost one-third of this business is done by the State of New York. The value of the raw material per annum is twenty millions of dollars, of which New York consumes one-third. 21,000 hands are employed in the business of tanning, while several hundred thousand are incidentally employed in cutting timber, drawing bark, and transporting hides to and from the tanneries to the markets. Upward of six millions of dollars are annually paid to the workmen of the United States tanneries, and over twelve millions of sides of leather are

now tanned in the United States every year, the value of which is about thirty-three millions of dollars.

I have another table showing the value or price of sole-leather, every year from 1827, when it brought 17½ cents per pound. In 1851, the average price of it throughout the year in the New York market, was 13 cents per pound. During this period of twenty-four years, the highest price it has averaged was in the year 1831, when it brought 19½ cents per pound. It reached the lowest price in 1846, when the average for twelve months was only 11¾ cents.

I have another table containing the number of sides of sole-leather inspected in New York city, from 1827 to 1851. In 1827, there were 265,552. This amount gradually increased till 1850, when it rose to 2,200,000.

For the last four years the value of raw hides and skins, and of manufactured leather, *imported* into the United States, was as follows:

	Raw Hides and Skins Imported.	Manufactures of Leather Imported.
1848	$4,262,069	$208,993
1849	3,507,300	210,143
1850	4,799,031	362,409
1851	5,964,838	411,797

Another table I have made out, shows the number of hides imported into, and exported from the port of New York, during each year from 1827 to 1852, and the number of hides consumed or made into leather:

	Hides Imported.	Exported.	Consumed.
1827	259,975	41,545	218,430
1828	268,744	48,369	220,375
1829	308,987	52,023	256,964
1830	475,640	26,305	449,335
1831	772,299	8,017	764,282
1832	975,094	169,493	662,705
1833	892,198	58,282	833,916
1834	700,052	169,856	530,196
1835	868,381	21,903	836,378
1836	942,890	109,273	838,617
1837	623,925	99,356	524,568
1838	543,300	25,695	517,605
1839	561,105	24,186	536,919
1840	520,251	31,825	488,926
1841	633,269	4,245	629,424
1842	635,631	31,286	604,345
1843	653,431	53,633	599,788
1844	854,790	45,615	809,175
1845	777,640	53,633	724,007
1846	636,583	55,824	580,659
1847	990,305	15,236	975,069
1848	972,087	4,025	967,962
1849	1,227,386	none.	
1850	1,461,304	none.	1,187,510
1851	1,366,239	2,700	1,426,903
1852	1,433,576	none.	1,429,871

GAS AND GAS MANUFACTURE.

From the March number of the *Journal of the Franklin Institute* we take the following, which will be of interest in all the Western cities using gas.

STATISTICS OF THE PHILADELPHIA GAS WORKS.

From the "Eighteenth Annual Report of the Trustees of the Philadelphia Gas Works," including also the report of the engineer, John C. Cresson, Esq., we quote the following facts:

The total amount of gas made at the works for the year ending December 31st, 1852, was 216,216,000 cubic feet.

Of which there were delivered to private consumers	169,268,000	cubic ft.
Public lights	38,306,250	"
Used in works, offices, coal stores and leakage	8,641,750	"
	216,216,000	"

To produce this gas there were used—

Coal in the retorts	680,792	bush.
Coke used under the retorts	450,832	
Coke used in the yard and works	13,500	
	464,332	"
Lime for purifying	49,149	"
And the surplus of coke made in the retorts after deducting that used to produce the gas, was	404,680	"

It will therefore be seen that one bushel of coal made—

Of Gas	316.13 cub. ft.
Of Coke	1.26 bush.

And that one bushel of lime purified 4400 cubic feet of gas.

The total length of street mains now laid (in the city proper,) is 604,166 feet, or 114.44 miles, of sizes varying from 2 to 20 inches in diameter.

The number of private lights supplied was—

In the city proper	157,170
In the districts	9,085
	166,255
Of public lamps supplied in the city	1,818
Do do do districts,	308
	2,126

The Philadelphia Gas works is the largest, and was one of the first establishments of the kind in the United States; and the price of gas is lower than from any other works in the Union, being but $1.90 per thousand to customers making prompt payment. Its growth has been so rapid as to render necessary a removal of the manufacturing department, owing to want of space in its present position. The gasometers, however, will remain at the old place; they are eleven in number, and of the following sizes: eight single, 50 feet diameter, 20 feet high; two telescopic, 80 feet by 40 feet; and one telescopic, 140 feet diameter, and 70 feet high, which last is still the largest in the world. At the new works the trustees are erecting a grand distributor, 160 feet diameter by 96 feet, telescopic, which will hold nearly two millions cubic feet. The average daily consumption during the past year has been about 600,000; the maximum consumption for 24 hours was 1,123,000 cubic feet.

Miscellaneous.

A MOONLIGHT SCENE ON THE GREAT SALT LAKE.

Captain Stansbury, while surveying the Great Salt Lake, was sometimes compelled, by the beauty and grandeur of the scenery, to turn from science to poetry. The following is one of his descriptions:

"The evening was mild and bland, and the scene around us one of exciting interest. At our feet and on each side, lay the waters of the Great Salt Lake, which we had so long and so ardently desired to see. They were clear and calm, and stretched far to the south and west. Directly before us, and distant only a few miles, an island rose from eight hundred to one thousand feet in hight, while in the distance other and larger ones shot up from the bosom of the waters, their summits appearing to reach the clouds. On the west appeared several dark spots, resembling other islands, but the dreamy haze, hovering over this still and solitary sea, threw its dim, uncertain veil over the more distant features of the landscape, and prevented the eye from seeing any one object with distinctness, while it half revealed the whole, leaving ample scope for the imagination of the beholder. The stillness of the grave seemed to pervade both air and water; and excepting here and there a solitary wild duck floating motionless on the bosom of the lake, not a living thing was to be seen. The night proved perfectly serene, and a young moon shed its tremulous light upon a sea of profound and unbroken silence. I am surprised to find, although so near a body of the saltest water, none of that feeling of invigorating freshness, which is always experienced when in the vicinity of the ocean. The bleak and naked shores, without a single tree to relieve the eye, presented a scene so different from what I had pictured in my imagination of the beauties of this far famed spot, that my disappointment was extreme.

A FIELD OF SOLID SALT.

Among the interesting natural phenomena observed by Captain Stansbury on the shores of the Great Salt Lake, was a field of solid salt, which he thus describes in his Report:

"The first part of the plain consisted simply of dried mud with small chrystals of salt scattered thickly over the surface. Crossing this, we came upon another portion of it three miles in width, where the ground was entirely covered with a thin layer of salt in a state of deliquescence, and of so soft a consistence that the feet of our mules sank at every step into the mud beneath. But we soon came upon a portion of the plain, where the mud lay in a solid state, in one unbroken sheet, extending apparently to its western borders. So firm and strong was this unique and snowy floor, that it sustained the weight of our entire train, without, in the least, giving way, or cracking beneath the pressure. Our mules walked upon it, as upon a sheet of solid ice. The whole field was crossed by a network of little ridges, projecting about alf an inch, as if the salt had expanded in the process of chrystalization. I estimated this field to be at least seven miles wide and ten miles in length; how much farther it extended northward I could not tell; but if it covered the plain in that direction, as it did where we crossed, its extent must have been very much greater. The salt which was very pure and white, averaged from one-half to three-fourths of an inch in thickness, and was equal, in all respects, to our finest specimens of table use. Assuming these data, the quantity that here lay upon the ground in one body, exclusive of that in a deliquescent state, amounted to over four and a half millions of cubic yards, or about one hundred millions of bushels.

BANK NOTE TABLE.

CORRECTED TO MARCH 24, 1853.

M

Androscoggin, Top'm, 1 dis
Augusta Bk.....
Atlantic Bk. Portland, 1dis
Bk. State of Me. Ba'r...
Exchange Bk. Bangor..
Ellsworth Bk.....
Bank of Cumberland ..
Bank of Westbrook....
Belfast Bk.....
Biddeford Bk.....
Brunswick Bk.....
Canal Bk. Portland....
Calais Bk .....25 dis
Casco Bk. Portland.. 1dis
Central Bk. Hallowell..
Commercial Bk. Bath..
Eastern Bk. Bangor....
Franklin Bk. Gardiner.
Freeman's Bk. Augusta,
Frontier Bk. Eastport..
(Small notes no sale.)
Gardiner Bk.....
Granite Bk. Augusta...
Kenduskeag Bk. B'ng..
Lime Rock, Thomas'n .
Lincoln Bk. Bath .....
Lewistown Falls Bk...
Manuf. Bk. Saco.....
Man. & Trad. Portland,
M... iscasset ...
Medomac, Waldoboro'.
Meguntcook, Camden .
Merchants' Bk. Bangor,
Mercantile Bk. Bang'r, 5dis
Union Bk. Br'nswick, 10dis
Veazie Bk. Bangor 1dis
Waterville Bk.....15d
York Bk 1dis
All others .....pa

New Hampshire.

Amoskeag Bk. Manc'r.pa
Ashuelet Bk. Keene....
Belknap Co. Meredith .
Bank of Lebanon .....
Claremont Bk.....
Carroll Co. Bk. Sand'h,
Cocheco Bk. Dover ....
Cheshire Bk. Keene....
Conn. River, Charlton .
Dover Bk .....
Francistown Bk .....
Granite Bk. Exeter ....
Great Falls Bk.....
Indian Head Bk.....
Lancaster Bk .....
Manchester Bk.....
Monadnock Bk .....
Mechanics', Concord...
Mech. & Trad. Ports'th,
Merrimack, Concord...
Nashua Bk.....
New Ipswich Bk.....
Pittsfield Bk .....
Piscataqua Exch. Bk ..
Rochester Bk.....
Rockingham, Ports'h ..
Salmon Falls Bk.....
Strafford Bk. Dover....
Winchester Bk.....
Warner Bk .....
White Mountain Bk ...

Vermont.

Ascutney Bk. Windsor, par
Bank of Brattleboro' ..
Battenkill Bk. Manch'r,
Bellows Falls Bk .....
Brandon Bk.....
Black River, Bk of.....
Burlington, Bk of.....
Caledonia, Bk of.....
Commercial, Burling'n,
Danby Bk.....
Franklin Co. Bk.....
Farmers's Bk, Orwell..
Far. & Mech. Burton ..
Merchants' Bk.....
Missisquoi Bk .....
Middlebury, Bk of.....
Montpelier, Bk of.....
Newbury, Bk of.....
Orleans, Bk of.....
Orange Co. Bk.....
Pultney, Bk of.....
Passumpsic Bk .....
People's Bk.....
Rutland, Bk of.....
St. Albans, Bk of.....
South Royalton Bk ....
Stark Bk, E. Benning'n
Union Bk.....

Massachusetts.

Attleboro' Bk ..... closed
Atlantic Bk.....par
Bank of Commerce .... "
Abington Bk.....
Adams Bk .....
Agawam Bk.....
All others .....par

Connecticut.

Bk of N. America, doubtful
Waterbury, Bk of ...failed
Eastern Bk. Killingly .. "
All others ....par

Rhode Island.

Am. Bk. Providence...par
Arcade Bk. Providence, "
Bank of Kent Co..... "
Bank of America..... "
Bank of Commerce .... "
Bank of South County . "
Bank of Bristol..... "
Bank of N. America... "
Bank of Kent, C'ventry "
Bank of Rhode Island, Newport..... "
Blacks'n Can. Bk. Prov. "
Commercial Bk..... "
Com. Bk. Bristol..... "
Citizens' Bk ..... "
Coventry Bk..... "
C'ntervill' Bk. of War'k "
Cit's Un. Bk. Scituate . "
City Bk. Providence... "
Cranston Bk..... "
Cumberland Bk..... "
Eagle Bk. Bristol..... "
Eagle Bk. Providence.. "
Exch'ge Bk. Prov'ce... "
Exeter Bk ..... "
Fall R. Un. Bk. Tiv'tn, "
Franklin Bk. Chep'tch't "
Freeman's Bk. Bristol . "
Granite Bk ..... "
Globe Bk. Providence.. "
Globe Bk. Smithfield... "
Hopkinton Bk ..... "
High st. Bk. Providence "
Hope Bk. Warren..... "
Landh'drs' Bk. S. K'n.. "
Man. Bk. Providence .. "
Mech.& Mf. Bk. Prov.. "
Mech. Bk. Providence . "
Merchants', Providence "
Merch. Bk. Newport... "
Mt. Vernon Bank Foster..... "
Naraganset Bk. Whf... "
Nat'l Bk. Providence .. "
N. F. Pac. Bk. N. Prov. "
Newport Bk ..... "
N. Kingston Bk. Wicf'd "
Newport Ex. Bank .... "
North Providence Bk .. "
People's Bk. Prov ..... "
Phœnix Bk. Westerly.. "
Phœnix Bk. Prov'ce ... "
Providence Bk..... "
Pawtucket Bk. Prov... "
Providence Co. Bk..... "
Railroad Bk ..... "
R. Cen. Bk. E. G'wich. "
R. Union Bk. Newport. "
Roger Williams' Bk.... "
State Bk..... "
Smithfield L. Rock Bk . "
Smithfield Exch. Bk ... "
Smithfield Union Bk ... "
Traders' Bk. Newport.. "
Traders' Bk. Prov'ce... "
Union Bk. Providence . "
Village Bk. Smithfield . "
Warren Bk ..... "
Warwick Bk ..... "
Wash'n Bk. Westerly.. "
Weybosset Bk. Prov... "
Woonsocket Falls Bk.. "
Wakefield Bk..... "

New York.

City Banks.....par
COUNTRY BANKS.
Farmers' Bk. of Onondaga Co.....10 dis
Merch'ts & Mech. Bk. Oswego .....10 dis
Merch. Bk. Erie Co...1 dis
Merch'ts Bk. Washington Co..... "
Merch. Bk. Syracuse... "
Miner's H. J., Bk. of Utica ..... "
Marine Bk. Buffalo..... "
Malone Bk. Malone.... "
Northern Bk. of N. Y.. "
N. York Security Bk .. "
N. Y. State Bk. Albany, "
Northern Canal Bk .... "
Nor. Ex. Bank Brasher Falls..... "
New York Bk. of Saratoga Co..... "
N. York Traders' Bk... "
Oneida Valley Bk..... "
Ogdensburgh Bk ..... "
Oliver Lee & Co. Buf .. "
Oneida Bk. Utica..... "
Ontario Bk. Canandag. 50
Oswego Co. Bk.....1 dis
Onondaga Co. Bk. Syracuse ..... "
Palmyra Bk ..... "
Patchen Bk. Buffalo ... "
Pine Plains Bk ..... "
Powell Bk. Newburgh . "
Prattsville Bk..... "
Pratt Bk. Buffalo ..... "
Putnam Co. Bk..... "
Putnam Valley Bk..... "
Paulding Bk ..... "
Phœnix Bk ..... "
Quassiack Newberg.... "
Rondout Bk..... "
Rome Exchange Bk.... "
Rochester Bk ..... "
Rochester City Bk ..... "
Sackett's Harbor Bk ... "
Schoharie Co. Bk ..... "
Syracuse City Bk ..... "
Sullivan Co. Bk ..... "
Salt Springs Bk..... "
Saratoga Co. Bk ..... "
Schenectady Bk ..... "
Seneca Co. Bk..... "
Steuben Co. Bk..... "
State Bk. Saugerties... "
Suffolk Co. Bk..... "
Tanners' Bk. Cattskill. "
Tompkins Co. Bk..... "
Troy City Bk ..... "
Ulster Co. Bk..... "
Unadilla Bk ..... "
Utica City Bk..... "
Utica Branch Bk ..... "
Union Bank of Sullivan Co ..... "
Union Bk. Troy ..... "
Village Bk. Randolph.. "
Valley Bk. Boonville .. "
Waterford Bk. Waterf'd "
Walter Joy's Bk. Buf.. "
Washington Co. Bk.... "
Warren Co. Bk. Johns'g "
Westchester Co. Bk.... "
White Plains Bk..... "
White's Bk. Buffalo ... "
Wooster Sherman's Bk. "
Watertown Bank and Loan Co..... "
Westfield Bk..... "
Western Bk. of Washington Co ..... "
Western Bk. Lockport. "
Wyoming Co. Bk..... "
Yates Co. Bk..... "

New Jersey.

Atlantic Bk. Cape May, par
American Ex. Bk..... "
Atlantic Bk. May's L'g, "
Bank of America..... "
Bordentown Bk'g Co.. "
Belvidere Bk..... "
Burlington Co. Bk..... "
City Bk. Newark ..... "
Central Bk. N. Jersey . "
City Bk. Cape Island .. "
Delaware & Hudson Bk. "
Farmers' & Mch. N. B. "
Farmers' Bk. Frechold, "
Farm. Bk. N. Jersey... "
Farmers' Bk. Wantage, "
Farm. & Mec. Rahway, "
Far. & Mec. Middleton, "
Mech. Bk. Burlington . "
Mech. Bk. of Newark . "
Mech. & Manuf. Tren'n, "
Morris Co. Bk ..... "
Merc. Bk. May's Lan'g 1 dis
Merch. Bk. Bridgton... "
Newark Bk. & Ins. Co. "
Newark City Bk..... "
Ocean Bk. Bergen ..... "
Passaic Co. Bk ..... "
Public Stock Bk ..... "
Princeton Bk..... "
Salem Banking Co..... "
Somerset Co. Bk ..... "
State Bk. Elizabetht'n, "
State Bk. Newark ..... "
State Bk. N. Brunswick "
State Bk. Camden ..... "
Sussex Bk ..... "
Trenton Banking Bk... "
Tradesmen's Bk ..... "
Union Bk. Dover ..... "
Union Bk. Tom's R.... "
Wheat Grower's Bk.... "

Pennsylvania.

PHILADELPHIA.
Bank of Commerce....par
Bank of N. America... "
Bank of Nor. Liberties. "
Bank of Pennsylvania . "
Bk. of Penn Township, "
Commercial Bk. of Pa. "
Farmers & Mech. Bk .. "
Girard Bk ..... "
Kensington Bk ..... "
Manufacturers' Bk..... "
Man. & Mech. Bk..... "
Mechanics' Bk..... "
Philadelphia Bk..... "
Southwark Bk..... "
Tradesmen's Bk..... "
Western Bk..... "
COUNTRY BANKS.
Relief Notes.....1 dis
Bank of Chambersburg, "
Bank of Chester Co.... "
Bank of Delaware Co.. "
Bank of Germantown.. "
Bank of Gettysburg.... "
Bank of Middletown... "
Bank of Montgomery Co "
Bank of Northumber'd, "
Bank of Pittsburg ..... "
Bank of Danville..... "
Com. Bk. of Penn..... "
Columbia Bk ..... "
Doylestown Co. Bk.... "
Easton Bk..... "
Erie Bk..... "
Ex. Bk. Pittsburgh ....par
Farm. Bk. Bucks Co. 1 dis
Farm Bk. of Reading .. "
Far. & Mech. Bk. Lan'r "
Far. & Mec. Bk. Easton, "
Far. & Drovers' Bk.... "
Franklin Bk..... "
Far. Bk. Schuylkill Co. "
Harrisburg Bk ..... "
Honesdale Bk..... "
Lancaster Bk ..... "
Lancaster Co. Bk..... "
Lebanon Bk ..... "
Mer. & Man. Pitts..... "
Miners' Bk. Pottsville, "
Monongahela Bk..... "
West Branch Bk..... "
Wyoming Bk ..... "
York Bk..... "
York Co. Bk..... "

Delaware.

Bank of Delaware.....par
Bank of Smyrna..... "
Delaware City Bk ..... "
Far. Bk. of Delaware.. "
Union Bk. of Delaware, "
Wilm. & Brandywine . "
Bk. of Milf'd .....doubtful

Maryland.

Bank of Baltimore ....par
Chesapeake Bk ..... "
Citizens' Bk..... "
Com. & Farm. Bank of Baltimore ..... "
Farmers' & Mech. Bk.. "
Farm. & Planters' Bk . "
Franklin Bk. of Balt're "
Marine Bk. of Balt're.. "
Mech. Bk. of Balt're .. "
Merch. Bk. of Balt're.. "
Union Bk. of Maryland, "
Western Bk ..... "
COUNTRY BANKS.
Cecil Bk.....1 dis
Cum'b Bk. Allegh'y..1 dis
Far. & Mech. Bk. of Carroll Co.....1 dis
Commercial Bank Millington .....no sale
Farm. & Millers'. Hagerstown ..... "
Susquehanna Bk..... "
Far. & Mec. Bk Fred'k 1 dis
Farmers' Bk. Md.....2 dis
Frederick Co. Bk.....1 dis
Branch at Easton .....1 dis
Branch at Frederick ..1 dis
Far. & Mec. Bk. of Kent Co.....25 dis
Hagerstown Bk.....1 dis
Mineral Bk.....1 dis
Patapsco Bk.....1 dis
Washington Co. Bk .... "
Westminster Bk ..... "

District of Columbia.

Geo. Smith's.....2 dis
Bank of the Metropolis, "
Bank of Washington..2 dis
Corporation of Wash'n Geo'n & Alex'a.... "
Mec. Bk. Georg'n ....2 dis
Exchange Bk. of Selden Withers & Co..... "
All others..no certain sale

Virginia.

Bank of the Valley and Branches .....par
Bk. of Virginia & Brhs, "
Ex. Bk. of Virginia .... "
Bk. of the Old Domin'n, "
Mer. & Mech. Bk ..... "
Far. Bk. of Virginia and Branches..... "
N. W. Bk. of Va..... "

North Carolina.

Bk. of State & Bhs...1½ dis
Bank of Fayetteville ... "
Bank of Wadesboro'... "
Bank of Washington... "
C. Fear Bk. and Bhs.. "
Com'l Bk. Wilming'n.. "
Merch. Bk. Newbern... "
Merch. & Mech. Bk.... "
Manuf. & Farmers' Bk. "

South Carolina.

Bank of Camden ....1½ dis
Bank of Charleston .... "
Bank of Georgetown... "
Bank of Hamburg ..... "
Bank of S. Carolina.... "
Bk. of the State of S. C. "
Charleston R. R. Co ... "
Com'l Bk. of Columbia, "
Merch. Bk. Cheraw .... "
Planters' & Mech. Bk.. "
S. Western R. R. Co ... "
State Bk. of S. C..... "
S. Carolina R. R. Co... "
Union Bk. of S. C ..... "

Georgia.

Augusta Ins.& Bk.Co. 1½ dis
Bank of Augusta ..... "
Bank of Brunswick..... "
Bank of St. Mary's..... "
Agency of Columbus... "
Bank of Milledgeville.. "
Bank of Savannah ..... "
Agency at Macon ..... "
Bank of State of Geo. and Branches..... "
Central R. R. & Bk. Co. "
Geo. R. R. & Bk. Co... "
Branch at Athens ..... "
Marine&F. Ins. Sav'h.. "
Mech. Bk. Augusta .... "

Alabama.

Bank of Mobile .....1 dis
S. Bk. Ala. & Brhs ...5 dis
Southern Bk. of Ala..1 dis
Plan. & Merch. Bk..50 dis

Louisiana.

Bank of Louisiana .....par
Bank of Commerce ..... "
Canal Bk. N. O ..... "
Guy McMurdough&Co's checks..... "
La. State Bk. N. O ..... "
Mech. & Trad. Bk. N. O. "

Ohio.

Canal Bk. Cleveland ..par
City Bk. Cincinnati .½ prem
City Bk. Columbus.....par
City Bk. Cleveland .... "
Com. Bk. Cin .....¼ prem
Champaign Co. Bk.....par
Clinton Bk. Columbus . "
Bank of Marion..... "
Bank of Geauga ..... "
Chillicothe Branch ..... "
Delaware Co. Bh..... "
Dayton Bh ..... "
Exchange Bh. Col ..... "
Farm. Bh. Ashtabula... "
Farm. Bh. Mansfield... "
Farm. Bh. Ripley..... "
Farm. Bh. Salem ..... "
Franklin Bh. Col ..... "
Franklin Bh. Cin ..½ prem
Guernsey Bh. Wash'n . par
Harrison Bh. Cadiz .... "
Hocking V. Bh. Lanc'r, "
Jefferson Bh. Steuben'le "
Knox Co. Bh. Mt. Ver.. "
Lafayette Bank ....½ prem
Licking Co. Bh. New'k, par
Logan Bh. Logan ..... "
Lorain Bh. Elyria ..... "
Mad. R. V. Bh. Spring . "
Marietta Bh. Marietta .. "
Mec. & Trad. Bh. Cin½ pm
Merch. Bh. Cleveland .par
Miami Co. Bh. Troy.... "
Mt. Pleasant Bh..... "
Muskingum Bh. Zan'le. "
Norwalk Bh ..... "
Piqua Bh ..... "
Portage Co. Bh. Rav... "
Portsmouth Bh ..... "
Preble Co. Bh. Eaton .. "
Ross Co. Bh. Chil..... "
Summit Co. Bh ..... "
Toledo Bh ..... "
Union Bh ..... "
Wayne Co. Bh..... "
Xenia Bh ..... "
Bank of Cincinnati, no sale
Bank of Gallipolis ..... "
Bank of Hamilton....5 dis
Bank of Mansfield, no sale
Bank of Norwalk....40 dis
Bank of Sandusky, no sale
Bank of Steubenville .. "
Bank of West Union... "
Bank of Wooster ..... "
Butler Co. Bk.....no sale
Farmers' Bk. Canton, 40dis
Farmers' Bk. N. Salem, "
Far. & Mer. Bk. Chillicothe .....no sale
Far. & Mer. Bk. Cin... "
German Bk. Wooster .. "
Hamilton Co. Bk ..... "
Ham. & R. Manuf. Co . "
Jefferson Bk. N. Salem, "
Kirtland Safety Soc. Bk. "
Lebanon & M. Bkg. Co. "
Manhattan Bk ..... "
Miami Ex. Co ..... "
O. Savings Ins. Tiffin.25dis
Orph'n Instit'te Bk. no sale
Owl Creek Bk ..... "
Platt & Co. Bk. Cin..... "
Cin. City Bks.....½ prem
All others .....par

Indiana.

State Bk. of Indiana & Branches .....par
Bank of Connersville .. "
Logansport Ins. Co....1 dis
NEW BANKS.
Bk. of N. America....1 dis
Gramercy Bk..... "
State Stock Bk..... "
Indiana Stock Bk ..... "
Public Stock Bk ..... "
Trad. Bk. Terre Haute. "
Government Stock Bk. "
City Bk. Terre Haute .. "
Plymouth Bk ..... "
State Stock Bk. of Ind . "
Prairie City Bk .....par
Wabash Valley Bk..... "
South. Bk. Indiana .... "
Union P'k Road Co ...5 dis
New Banks secured by State Bonds, 1 per ct. dis., except Connersnersville, Prairie City, and State Stock Bank Peru.
Union Pl'k R'd Ch'ks, 5 dis

Kentucky.

Bank of Kentucky and Branches .....par
Bank of Louisville and Branches ..... "
Farm. Bk. of Kentucky and Branches..... "
Commercial Bk. Ky .... "
Ky. Trust Co. Bk ..... "
Newport Safety Fund .. "
Northern Bk. of Ky. & Branches..... "
Southern Bk. of Ky. & Branches..... ....

Tennessee.

Bank of Tennessee and Branches .....1½ dis
Trenton Branch..... "
Bk. of E. Tennessee..5 dis
City Exchange Co ...25 dis
Citizens' Bk. Nashville and Memphis 00
Lawrenceburg Bk.....5 dis
Planters' Bk. of Tennessee and Bhs.....1½ dis
Savings Institu'n or Bk. of Memphis..... 50
Union Bk. of Tennessee and Branches ....1½ dis

Mississippi.

Northern Bank of Holly Springs .....50 dis

Missouri.

Bk. of State of Mo. and Branches, St. L's...par
E. W. Clarke & Bros. specie checks..... "
Page & Bacon's checks, "
Lucas and Simards' cks, "

Florida.

Union Bank of Florida, Tallahassee.....85 dis
Bh at Tallahassee ..... "
Life Ins. & T. Co ....90 dis

Arkansas.

Real Estate Bk .....70 dis
State Bk..... "

Michigan.

Far. & Mec. Bk. D't..2 dis
Government Stock Bk . "
Mich. Ins. Co. Detr't... "
Macomb Co. Bk .....5 dis
Peninsula Bk.....2 dis
Michigan State Bk ..... "

Wisconsin.

Wisconsin Marine and F. In. Milw'e.....2 dis
Richmond Ex. Bk ...25 dis

Texas.

Com. & Ag. Bk. Galveston .....10 dis

Iowa.

Miner's Bk. Dubuque. 2 dis

Canada.

Bk. of B. N. A. & Bh. 2 dis
Bk. du Pueple, Mont'l. "
Commercial Bk..... "
Gore Bk. Hamilton .... "
Montreal, Bk. of..... "
Quebec Bk ..... "

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
New York and Erie	1st mortgage, not convertible	7	1867	117	119
Do do	2d " convertible	7	1859	105	107
Do do	Income, not convertible	7	1855	97½	98½
Do do	Convertible till 1861	7	1871	95	96
Do do	" " 1862	7	1862	96½	97½
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	
Baltimore and Ohio	Transferable. Taxed	6	1867	98	99
Do do	Coupons. Not Taxed	6	1875	95	97
Do do	" "	6	1860	98	
Do do	"	7	1860	95¼	
Do do			1885	92½	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	123	
Do do do	No mortgage, convertible	7	1855	123	
Cleveland and Erie	1st mortgage	7	1861	105	
Do do	2d " not convertible	7	1861	99½	
Little Miami	No mortgage, convertible 1852–4	7	1858–61	117½	
Do	" " till 1855	7	1861	117	
Columbus and Xenia	1st mortgage, convertible	7	1859	115	
Ohio and Pennsylvania	" "	7	1865–6	109	
Do do	Income. No mortgage, convertible	7	1872	104	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Lawrenceburg and Upper Mississippi	1st " "	7	1866	98	100
Indiana Central	1st " "	7	1866	99	100
Do do	"	10	1857	101	103
Cleveland and Pittsburgh	1st " "	7	1860	102	
Do do	Income "	7	1855	98¾	
Ohio Central	1st mortgage, convertible, west section.	7	1861	98	
Do	1st " " east "	7	1864	96¾	
Mansfield and Sandusky	1st "	7	1860	——	
Michigan Central	No mortgage, convertible	8	1860	110	111
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	103	105
Do Southern	1st " "	7	1860	101	102
Northern Indiana	1st " "	7	1860	98	99
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	
Do do do	" 3d " not convertible	7	1862	95	
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	106	
Terre Haute and Richmond	1st " "	7	1866	111	
Indianapolis and Bellefontaine	1st " "	7	1860–1	103	
Indianapolis and Lafayette	" "	7	1861	92	
Bellefontaine and Indiana	" "	7	1866	104	
New Albany and Salem	" on 1st section	10	1858–62	107	
Do do	1st " on other sections, convert.	8	1864–75	95	
Panama	1st " convertible	7	1866	140	
Milwaukie and Mississippi	1st " " 1857	8	1862	102½	
Cincinnati, Hamilton and Dayton	1st " " till 1855	7	1861	104	106
Pennsylvania	1st " " " 1860	6	1880	109	
Alabama and Tennessee	1st " " " 1872	7	1872	96	
Covington and Lexington	1st " " " 1862	7	1862	100	
Do do	2d " "	6	1862	91	
Dayton and Western	1st " "	7	1862	93¼	
Jeffersonville	1st " not "	7	1861	89	
Evansville and Illinois	1st " convertible 1857	7	1862	86	
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	98	
Illinois Central	1st " not convertible	7	1875	par.	
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	
Dayton and Michigan	1st " "	7	1867	94	
Marietta and Cincinnati	1st " "	7	1868	95	
Ohio and Indiana	1st " "	7	1867	96	
Steubenville and Indiana	1st " "	7	1865	93	
Parkersburgh	" Guar. City of Baltimore	7	....	103	104

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D.
U. S. Loan, 6s, 1856	107	
Do 6s, 1862	115	
Do 6s, 1867	120	120½
Do 6s, 1868	120	
Do 5s, 1853*	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

*By an official notice from the Secretary of the Treasury, we learn that the five per cent. stock of 1853 will be redeemed on the 1st of July; after which date interest will cease.

State.

Alabama 5s		
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110½	111
Do 7s		
Illinois Canal Bonds, 1860		
Do do 1860, registered		
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	92
Do Interest do	62	65
Indiana 5s	99	100
Do 2½s	55	56½
Do Canal Loan 6s	96	
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	8	10
Kentucky 6s, 30 years, 1871	110¼	110½
Do 6s, 15 years	110	111
Do 6s, large bonds		
Do 5s	93	95
Michigan 6s		
Ohio 6s, 1856	105	105½
Ohio 6s, 1860	109	110
Do 6s, 1870	114	117
Do 6s, 1875	115	117
Do 5s, 1856		
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	97½	98½
Tennessee 6s, new loan		107
Do 5s	94	96
Virginia Coupons, 6s, 1886	110¾	110¾

City Securities.

Philadelphia 6s, 1876–90	107¼	107½
Baltimore 6s, 1870–90	106	108
Boston Bonds, 5s	101	103
Albany 6s, 1867–9	109	110
Cincinnati 6s	105	106
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
St. Louis 6s	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	97½	100
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¼	93
New York 7s, 1857	108	
Do 5s, 1852–60	100	101
Do 5s, 1870–5	104	
Do 5s, 1890	104½	
Savannah 7s, 1870–6		
Richmond 6s, 1882	93	94

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	
Darke, O., 7s	92	98

STOCK TABLE.—CONTINUED.

Banks.

OHIO.

Ohio Life Insurance and Trust Co	104½	106
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	115
Northern, and Branches	115	120
Southern, and Branches		
Bank of Louisville	112	115
Kentucky Trust Co	101½	103

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

Railroads.

	shares.	off'd.	ask'd.
Cleveland, Columbus and Cin		127	128
Little Miami	$50	118	120
Mad River and Lake Erie	50	87	90
Xenia and Columbus	50	112	115
Bellefontaine and Indiana		97	100
Indianapolis and Bellefontaine	25	95	98
Indianapolis and Lafayette		70	80
Cleveland and Erie			
Cleveland and Pittsburgh	50	98	105
Ohio and Pennsylvania			
Cin. Wilmington and Zanesville		56	
Cincinnati Hamilton and Dayton	100	104	105
Dayton and Western	50	65	75
Dayton and Miami			
Eaton and Hamilton	25	70	75
Ohio and Mississippi	50	85	90
New Albany and Salem	50	50	60
Jeffersonville and Indianapolis		70	80
Madison and Indianapolis		101½	103
Lawrenceburg and Upper Mississippi	50	77	80
Indiana Central	50	84	87
Do do 10 per cent	50	86	90
Peru and Indianapolis	25	65	70
Terre Haute and Richmond		105	108
Covington and Lexington	50	70	72
Illinois Central		130	
Michigan Central		105	107
Michigan Southern		120	122
Ohio Central		95	100
Sandusky and Mansfield			
Northern Indiana		121	123
Pennsylvania		49	50
Baltimore and Ohio		83	85
Panama		130	135
New York and Erie		85	86
Nashville and Chattanooga			
Louisville and Frankfort			
Lexington and Frankfort			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Hillsboro' and Cincinnati	50	75	80
Marietta and Cincinnati			
Toledo, Norwalk and Cleveland		100	105
Parkersburgh			
Maysville and Lexington		60	
Macon, Georgia		106	108

N. B. It will be observed that the SHARES of the different roads vary in price, some being $25, some $50, and some $100, each. The quotations, therefore, are not PER SHARE, but upon the HUNDRED DOLLARS; thus the excess over 100 is above par, and the amount less, so much below par.

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem.	¾prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight	⅜prem.	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight	½prem.	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	¾prem.	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	½prem.	¾prem.
Do	90 days	int. & 1¼ off.	——
Do	60 days	int. & 1 off.	——
Do	30 days	interest off.	
American Gold		¼ per cent. prem.,	
Silver		4@4½ per cent. prem.	

Thompson's Reporter says of Land Warrants:

Land Warrants have risen so rapidly, and have now reached so high a price, that we hardly think there is much probability of a further advance. There is, besides, a possibility that Congress may yet do something with the public lands that will effect the price of land warrants.

	Off'd.	Ask'd.
160 acre warrants	$162	$166
80 acre warrants	84	86
40 acre warrants	43½	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, March 19, 1853.

1	Share	Cincinnati and Hamilton Turnpike Co. value $50	$5 00
1	"	Lake Superior Mining Co.. value $50	2 50
65	"	Cincinnati Fuel Co., value $5	5 00
45	"	Lebanon and Springfield Turnpike Stock, per share	6 00
50	"	Little Miami Railroad Co. Stock	118 50
10	"	Ohio and Mississippi Railroad Stock, not sold, offered per $100	90 00
59	"	Mad River and Lake Erie	90 25
100	"	Hillsboro' and Cincinnati R. R. Stock, ½ interest allowed	80 00
40	"	Indianapolis and Bellefontaine Railroad Stock, offered	94 00
3	"	Cincinnati, Hamilton and Dayton R. R. Stock	105 00
50	"	Do do do	104 75
118	"	Hamilton and Eaton Railroad	70 00
Burnet House preferred stock, amount $400, drawing 6 per cent., with interest, $69 20, added, sold on account of Jno. R. Gibson, off'd			58 00
4	Bonds of $500 each, Ohio Medical College, interest 10 per cent., (second mortgage,) off'd.		90 00

Cincinnati, Wednesday, March 23, 1853.

51	Shares	Cincinnati and Xenia Turnpike Stock,	5 25
10	"	Hamilton & Carthage Turnpike stock, not sold, offered	2 00
10	"	Covington and Lexington Turnpike stock, not sold, offered	10 00
100	"	Merchants' and Manufacturers' Insurence stock, not sold, offered	7 00
10	"	Covington and Lexington R. R. stock, $20 back interest, not sold, offered,	72 50
56	"	Do do no int.	72 00
10	"	Hamilton and Eaton R. R. stock, passed.	
50	"	Little Miami Railroad stock, not sold, offered	116 50
188¾	"	Lawrenceburgh and Upper Mississippi Railroad Stock, $9,455 45, with back int., $128 90, not sold, offered	76 00
38		Do do $1,900 00 interest added, passed.	
100	"	Cincinnati and Hillsboro' R. R. stock, (old stock,) not sold, offered	79 50
100	"	Do do passed.	
23	"	Cincinnati, Hamilton and Dayton R. R. Stock	104 75
15	"	New Castle and Richmond ...passed.	
61	"	Peru and Indianapolis, not sold, off'd	65 00
10	"	Indianapolis and Bellefontaine Railroad Co. Stock—not sold, offered .	95 00

MONEY MARKET.

By our Eastern exchanges, we learn that the market, though still stringent, manifests an improved feeling in both money and stocks ; the under-priced shares being the most depressed.

The needy Stock Brokers having been relieved by compulsory sales of shares at reduced rates, and the heavy arrivals of gold from California, together with the decline in Sterling Exchange, would seem to indicate that the pressure can not continue any length of time.

The trading community is well supplied with money, and business is very active. Sterling Exchange rates from 108½ to 109½.

The Banks are not discounting. Private Bankers are the largest lenders. Prime paper rates 8 to 10 per cent.; second class from 10 to 12 per cent.

The demand for money here is fully equal to the supply in hands of both Banks and private Bankers. Good paper out of doors rates at one per cent. per month. Eastern Exchange remains firm at our former quotations.

By our quotations, it will be seen that there has been considerable change in the value of Railroad Bonds and Shares within the week, showing an evident improvement in the Stock market. This improvement is manifest, also, in the sales at auction this week, as compared with the sales of the two previous weeks.

Messrs. Hewson & Holmes hold sales of Bank, Insurance, and other Stocks every Wednesday and Saturday at the Merchants' Exchange in our city, and deserve much credit for their enterprise. Dealers in this class of securities find this a convenient mode of disposing of them.

The Bank of North America, at Seymour, Conn., is still in good standing, notwithstanding the rumors to the contrary. The bills are redeemed at the Ocean Bank, New York, as heretofore.

The loan of $1,000,000 of the 10 per cent. bonds of the Illinois Great Western Railway Company, was taken by Messrs. Ketchum, Bement & Rogers at par.

EASTERN BANK OF KILLINGLY,

RECENTLY FAILED.

The following extract from the last annual report of the Bank Commissioners, calling the attention of the Legislature to the management of the Eastern Bank at Killingly, has, in some measure, prepared the community for its fate :

We invite the attention of the General Assembly to the fact, that of the 2,000 shares of $50 each, which constitute the capital stock of the Eastern Bank of Killingly, 800 shares stand credited to W. S. Gilman, of St. Louis, Mo., 400 shares to Lucius S. Pratt, of Buffalo, N. Y., 405 shares to three individuals residing in Litchfield and New Haven counties, and only 395 shares are owned by persons residing in Killingly or its vicinity ; thus giving the control of the institution to two individuals, living without the State, and by excluding the foreign stockholders, giving the control of the stock held in this State to three individuals, residing at least 100 miles distant from the location of the bank.

About the 25th of March last, at a meeting of the stockholders, an election for Directors was held, which resulted in the choice of one Director from New Milford, one from Naugatuck, one from Thompson, ten miles distant, one from Plainfield, seven miles distant, and three only from Killingly, and those not the largest stockholders, and most interested in the safe conduct of the Bank. We deem it our duty, thus minutely, to lay before the Legislature the foregoing facts, as being in direct opposition to the spirit if not the letter of our laws; and although the present managers may design to conduct the operations of the Bank in a legitimate manner, yet the non-resident stockholders have it in their power to greatly jeopardize the interests of the minority of the stockholders, and the public at large.

It will thus be seen that if Western men have been cheated, it has been done by Western men, three-fifths of the entire stock of this Bank being owned by two Western men.

☞Persons desirous of obtaining a good location, with suitable buildings for a Foundry, are referred to the advertisement of Messrs. Morrell, Shoemaker & Co., in our columns. They also manufacture iron largely, and can supply *railroad chairs* of an improved pattern.

Literary Notices.

The American Journal of Science and Arts, established by Professor Silliman in 1819, and now edited by Professors Silliman, B. Silliman, Jr. and James D. Dana, aided by Dr. Wolcott Gibbs of New York, in Physics and Chemistry, and Professor Asa Gray of Cambridge, in Botany, is published in New Haven, Ct., in Numbers of 152 pages each, every two months, commencing each year with January, and making annually two volumes of about 460 pages each. Price $5.

The work embraces in its range, the departments of Chemistry, Physics, Geology, Mineralogy, and the other natural sciences, Meteorology, Astronomy, and the collateral branches, with their practical applications. Each number contains various original memoirs, besides extended selections from the scientific Journals of the other continent, and a general exposition of the progress of science in its several departments. M. Nickles, the Paris correspondent of the Journal, contributes regularly an account of the most recent doings of the Paris Academy of Sciences and of other learned societies in Europe.

The First Series of the American Journal, containing 50 volumes, ceased with 1845, and the Second Series, now numbering 14 volumes, was begun on the 1st of January, 1846.

The Journal is sent to subscribers free of postage from the time of their remitting the payment for the current year. Remittances by mail always at the risk of the Proprietors, Silliman & Dana.

Appleton's Magazine and Engineers' Journal.—This work is issued monthly by Messrs. D. Appleton & Co., of New York, at $3 per annum. It supplies very desirable information to Mechanics, Engineers, and men of science. It contains all the new inventions of the day, with illustrations, working drawings, &c., &c., and is the expositor of the progressive mechanism of the times. No man of science, mechanic, or others interested, should be without this valuable reference.

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J. SMITH HOMANS,

EDITOR AND PUBLISHER.

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Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

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All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

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South-East corner of Main and Fourth Sts., Cin.

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DANFORTH, BALD & Co.,
No. 34 East Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
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Views of Buildings, Diplomas, and Portraits,
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MIDDLETON & WALLACE,
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General Map Establishment,

No. 3 College Hall, Walnut Street,
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E. MENDENHALL,
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Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers.

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Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.



HOTELS.

GIBSON HOUSE.
Walnut, between Fourth and Fifth Streets,
CINCINNATI, O.
Opened March 1st, 1852.
O. H. GEFFROY,.....*Proprietor.*

WALNUT STREET HOUSE.
Walnut Street, between Sixth and Seventh,
CINCINNATI, OHIO.
J. W. SWENEY,.....*Proprietor.*
☞ This House has recently been enlarged and refitted throughout.

WINNE HOUSE.
North-East corner of Third Street and Broadway,
CINCINNATI, OHIO.
K. WINNE,.....*Proprietor.*
☞ This new, elegant, and commodious Hotel is now open to the traveling public.

LOCOMOTIVE LANTERNS.

I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-Plated Reflectors, Copper Cases, and in every way equal to the best manufacture in the country. Orders from Railroad Companies in the West are solicited. A. S. WINSLOW,
9 and 11 West Second St., Cincinnati.

STANDARD WORKS FOR
BANKERS, BANK OFFICERS,
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II. **Lawson's History of Banking,** with Anecdotes of Bankers. American edition, with additions..... 2 00
III. **The Banker's Almanac,** for 1853, with List of Private Bankers in all the principal cities, (will be ready March 15th)..... 1 00
IV. **New Manual of Coins,** Coinage, Bullion, Counterfeit Coins, &c. 65 fine cuts..... 1 00
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For sale by J. SMITH HOMANS,
New York.
Office Bankers' Magazine, No. 167 Broadway.

IN PREPARATION FOR SPEEDY PUBLICATION.

I. **A Manual for Notaries Public;** embracing a Synopsis of the Law relating to Bills of Exchange and Promissory Notes; with Forms of Protest, and of Notice of Protest, &c.
II. **The Merchants' and Bankers' Almanac** for the year 1853.—This volume has been delayed with a view to furnish a more correct list of the Banks in each State.

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THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

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Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

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Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs. and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

HOLLIDAYSBURG, PA., March 7, 1853.

We, the subscribers, have been using Kelly & McLanahan's solid hub Car Wheel, manufactured at Gaysport Foundry, Blair Co., Pa., during the past two years, and recommend it as the best chilled, strongest, and most durable wheel used on the Allegheny Portage Railroad; and equal, at least, to any used on any other road.

David Watson, for Pennsylvania and Ohio line; Wm. M. Lloyd, for Union line; Henry Lloyd, for D. Leech & Co's line; Thomas Bingham, for Bingham's line; R. M Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

KELLY & McLANAHAN,
Hollidaysburg, Pa.

RAILROADS.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton — thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
Superintendent.

PENNSYLVANIA RAILROAD.

NOTICE TO EASTERN TRAVELERS.

A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
" " Cleveland " 26 "
" " Pittsburgh " 19 "

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R.,	$16 30
Cleveland " "	10 00
Massillon " "	10 00
Pittsburgh " "	9 50
Cincinnati " (Cincinnati to Pittsburgh by steamboat,)	11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, JR., & CO., Cincinnati.
February, 1853.

TO CONTRACTORS.

HENDERSON AND NASHVILLE RAILROAD.

SEALED bids addressed to the President of the Henderson and Nashville Railroad Company, at Henderson, Ky., will be received and are invited until the 1st day of April, 1853, for the construction of that part of said road running from the town of Henderson, by the way of Madisonville and Hopkinsville, to Trenton, Todd county, Ky., in all about eighty-three miles. The bids may be made out on either or any of the following basis—

1. For the grubbing and grading, including the ditching, draining, cuts, fills, culverts, bridges, and turnouts complete, ready for the wooden superstructure, *of any one or more sections of the Road.*
2. The same, with the addition of the wooden superstructure ready for the iron rails.
3. The same, with the iron rails, chairs, etc., ready for the rolling stock, including broken stone or gravel ballasting.
4. The same, with the depots, wood and water Stations, Engine and Car houses, offices, etc., complete for use, or,
5. Bids will be received as above for the construction of the *entire Road*, on the following basis:

1. For the grubbing and grading, including ditching, draining, cuts, fills, culverts, bridges, and turnouts complete, ready for the wooden superstructure.
2. The same, with the wooden superstructure.
3. The same, with the iron rails, chairs, and broken stone or gravel ballasting, ready for rolling stock, including wood and water stations, etc.
4. The same, with the full equipments of rolling stocks, depots, wood and water stations, engine and car houses and shops, offices, etc., complete, and the whole road and its equipments perfect and ready for use.

Complete drafts, maps, and profiles of the Road from Henderson, via Madisonville and Hopkinsville to Trenton, together with plans, estimates, and specifications of the work, may be seen by persons disposed to bid for the whole or any part of it, at the Henderson and Nashville Railroad Office, in Henderson, Ky., on and after the first day of March, 1853. Bidders will please give their Post Office address in their proposals.

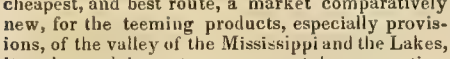
By a compact between the Henderson and Nashville Railroad Co., and the Edgefield and Kentucky Railroad Co., their roads are to be united at the Tennessee and Kentucky State line, and then form a continuous line of Railroad from Henderson on the Ohio, to Edgefield, on the Cumberland river immediately opposite to Nashville, a distance of only about *one hundred and forty miles.* When it is considered that at Nashville, through the Nashville and Chattanooga Railroad, this road connect with the whole system of Railroads and rivers leading to Charleston, Savannah, and the South Atlantic seaboard, and from thence by a Southern route of Railroads to all the Eastern and Northern cities, and that at Evansville, Indiana, only ten miles of perpetual navigation on the Ohio river distant from Henderson, it connects with the systems of Canals, Railroads, and Rivers which penetrate and drain the valleys of the Mississippi and the Lakes, and extend by a Northern route to the Eastern and North-eastern cities, it cannot be doubted that this is a most important road. But if it be taken into the account that it presents much the shortest, and owing to the remarkably

favorable profile of the country, far the cheapest route for a railroad designed to connect these Northern and Southern Systems, that it penetrates the richest beds both of bituminous coal and iron ore heretofore valueless because land-locked—that it passes through an agricultural region of great fertility and remarkable beauty, and opens in the South Atlantic States by the shortest, speediest, cheapest, and best route, a market comparatively new, for the teeming products, especially provisions, of the valley of the Mississippi and the Lakes, its value and importance can not be over-estimated—that it will pay and pay richly both in dividends to the stockholders and in indirect profits to those whose residence gives them an interest in the means of transportation and travel which it will afford can not be doubted.

Any further or more detailed information asked either orally or by letter will at any time be cheerfully given.

By order of the Board of Directors of the H. & N. R. R. Co. ED. H. HOPKINS, Pres't.
Henderson and Nashville R. R. Co.

NOTICE TO CONTRACTORS.

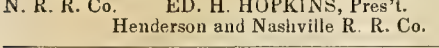


SEALED Proposals will be received at the office of the Maysville and Big Sandy Railroad Company, in the city of Maysville, Ky, until Saturday, April 2, 1853, at sundown, for Graduation and Masonry of fifty-one miles of the road, between Maysville and Springville, (opposite Portsmouth, Ohio) Plans, Profiles, and Specifications will be ready for inspection for two weeks before the day of letting.

The line from Springville to the mouth of Big Sandy river will be put under contract as soon as this Company receive reliable assurance of being met at that point by the Virginia Central Railroad. By order of the Board of Directors.

THO. B. STEVENSON, Pres't.
CHAS. B. CHILDE, Chief Engineer.
JAMES A. LEE, Secretary.
March 17, 1853.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky, until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of ability for the whole road.

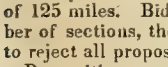
Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
Chief Engineer.

STEAMBOATS.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the ew Orleans Steamers, and the various Land Routes South and West.

Land at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

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Thirdly. No dust can gain access to the journal.
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Fifthly. 'ts construction is simple,—not liable to become loose by service, and allows a free inspection of the journals and boxes.
Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars.
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The following Testimonials from a few of the Roads using these Axles are offered, viz.:

This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

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Supt. Car Building and Repairs
Old Colony R. R. Co

Office of the Fitchburg & Worcester R. R.
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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 5. CINCINNATI, THURSDAY, MARCH 31, 1853. Vol. 1.

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RAILROAD AND ROUTE BOOK,
FOR THE SOUTH AND WEST.

The publishers would call the attention of Railroad Officers, Superintendents, and others interested, to the benefit that would ensue to their respective Roads, by having them correctly reported in this little Guide Book, which is issued quarterly, and as much oftener as the demand may require.

As it is the aim of the publishers to make this a *reliable* work for travelers, they would be glad to receive any information relative to Roads of the South and West, as often as any change may be made. Copies of the Route Book will be sent to any Railroad Company gratis, on application.

As a *medium of advertising* for Railroad Companies, it offers great inducements. Terms moderate.

NOTICE TO RAILROAD COMPANIES.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

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We hope our cotemporaries will not deem it mere querulousness, when we ask them to credit our articles to the "Railroad Record." We have far less opportunity of making a paper like this known, than an ordinary newspaper; and while we are glad to be quoted, we should be more glad to have the authority named.

We have recently seen several articles copied without any credit; and we know one instance, where a column and a half of laboriously prepared statistics was copied from us, and quoted to a "Western Journal." We humbly suggest that there are many "Western Journals," and that our title is much more restricted.

CINCINNATI AND THE GULF OF MEXICO.

INTERIOR TRADE.

The trade between Cincinnati and the cities of the Gulf, amounts to more than thirty millions of dollars. It is a trade which consists in the exchange of those products, which arise from a difference of climate. While Cincinnati is exporting the food and the manufactures, which are more easily produced in a northern climate, she is receiving the sugar, coffee, and fruit, which are peculiar to tropical climates. The planter of Louisiana receives his steam machinery, to crush the cane, from Cincinnati, and sends back his molasses to pay for it. The planter of Cuba sends his coffee, and receives in return lard and candles. Thus has nature herself created a great internal trade, and whatever may be the political vicissitudes, the temperate clime of the Ohio will forever have its interchange of products with the tropical regions of the Gulf.

This commerce has heretofore been carried on only by the channels of the Ohio and Mississippi. But the time has come, when that great artificial river, the Railroad, will take part in this trade, and share with those mighty streams the interior commerce of the South-West.

In the Western Monthly Magazine for August, 1835, edited by Judge Hall, appeared an article, written by Mr. Mansfield, on the "Internal Improvement of the West." The object of that article, was to prove that a railroad to Lexington, Ky., would necessarily be continued through Tennessee and Alabama to the Gulf of Mexico, and that the trade upon it would be great and various. After stating the local importance of the Lexington Road, the writer proceeds, with a view of its importance, as a great link in a connected chain of railroads through the Southern States:

Let us now consider this improvement as a *link* in the grand chain of artificial communication, between the Lakes and the Atlantic. The moment we begin to consider this as a feasible plan, the present work assumes an immense importance. That it is feasible, and, indeed, on the eve of accomplishment, will appear from a few considerations. A glance at the map informs us that the State of Tennessee, although well watered by the Tennessee and Cumberland, has yet a narrow front on the Mississippi, and that the whole of East Tennessee is remote from navigation, except in seasons of high water. A little further on we find the State of Alabama, rich and populous, without any communication with the Mississippi, and without any with the Atlantic, except by the bay of Mobile. This geographical view teaches us, at once, the necessity of intersecting the districts of Alabama, East Tennessee and Kentucky, with lines of internal communication. So obvious is this, that the people of West Tennessee are endeavoring to obtain a railroad from New Orleans to the Ohio, passing through Nashville, in order to secure the advantages of this grand and profitable highway. We think a route may, however, be found through East Tennessee, which would embrace a mineral region equal in productiveness to the cotton of West Tennessee, and through which such a route must ultimately pass, from its want of navigable streams.

At the end of seventeen years, the views of the writer are about being accomplished The plan of improvement he suggested, is, in all its details—with much more—about being realized. East Tennessee, Middle Tennessee, and West Tennessee, are each carrying on their separate lines; centering on the North at Lexington, and uniting at the South with all the railroads of South Carolina, Georgia, Alabama, and Florida. On the West, the lines are nearly finished up to Nashville; in the middle, the lines through McMinnville and Winchester, will terminate at Pensacola and Mobile; while on the East, active measures are taking to construct the last link, (of 120 miles,) connecting the South *via* Knoxville, with Cincinnati *via* Lexington. Even another financial revolution, should it come, will hardly prevent the completion of that grand system of artificial streams which

will connect the valley of the Ohio with the Southern Atlantic.

It is the *middle* route, connecting Cincinnati with the Gulf of Mexico, to which we would now direct attention. This line will terminate on the Gulf of Mexico, at PENSACOLA, Florida, and MOBILE, Alabama. The former is the best harbor on the Gulf, and one which will hereafter rise to great importance. Let us examine, for a moment, the most direct routes from Cincinnati to the Gulf.

From Cincinnati to Pensacola, on the Gulf of Mexico, is about 620 miles, and to Mobile about the same, on a direct line. This direct line passes very near McMinnville and Winchester, Tenn., and Gunters Landing, and Selma, Alabama; at least sufficiently near to make that a good route. Now, it happens, *that this whole line is now either constructing or preparing for work*, so that there is a fair prospect of a direct line of railroad from Cincinnati to the best harbor on the Gulf of Mexico. In our last, we referred to the South-Western Railroad, which is the central link of what may be termed, the Cincinnati and Gulf of Mexico Line, extending from Danville, Ky., to Winchester, Tenn. The whole route will be composed thus:

Cincinnati to Lexington	96 miles.
Lexington to Danville	35 "
South-Western Railroad—Danville to Winchester, Tenn.	162 "
Winchester and Alabama Railroad—Winchester to Guntersville	60 "
Selma Railroad, &c., about	260 "
Total to Pensacola	613 "

The last distance may be greater than we have supposed. In Alabama, there is to be two lines from below Selma, one to Pensacola and the other to Mobile. The distance to either need not be, at most, more than 650 miles. It is nearly direct, and passes through ten degrees of latitude, thus affording the most immediate and profitable interchange of climate, both for persons and products. But this is not all. Compare the natural advantages of the respective harbors which make the *termini* respectively of the Gulf Railroad, and the Mississippi river. New Orleans is, *by river*, 1,500 miles from Cincinnati, and when there, we are 105 miles from the Gulf of Mexico. This last distance, between New Orleans and the Gulf, is the occasion both of delay and expense. When we arrive at the mouth of the Mississippi we find at most but 16 or 17 feet water—scant water for large vessels.

Water freight is, we know, cheap; but let us look at the comparative results of a transportation, to the Gulf *via* New Orleans, and a transportation to the Gulf *via* Pensacola:

	By N. Orleans.	By Pensacola.
Distance	1,600 miles.	650 miles.
Time	168 hours.	26 hours.
Harbor	17 feet water.	26 feet water.

These are certainly very great differences, and we do not perceive how, without a direct railroad to itself, New Orleans could stand such a competition in relation to the Ohio valley.

Pensacola, for the want of fertile land immediately around it, has been neglected; but we believe it is admitted, that Pensacola is the best harbor on the Atlantic, and that is a fact not to be disregarded, in the case of products intended for embarkation on the ocean.

Let us suppose, for one moment, such a communication made—what a wonderful result would be produced. In winter, for example, the poor invalid of the North, aching with rheumatism, or coughing his lungs out, would, in a little more than a day, find himself in a summer climate, and reveling on the fruits of the tropics! So the denizen of the South, theatened in summer with the yellow fever, would, in a few hours, escape to the North, and breathe its bracing airs. It is certain that almost every passenger between the South and the North, would take the railroad.

Again—a barrel of flour would reach the Southern Atlantic or the coasts of the Gulf for one dollar, and the time of its arrival known to an hour. So of all products; and when the extra commissions at New Orleans, and the increased interest are taken off, we will find that the railroad can compete, in cheapness, even with the river. Such are some of the views which may be taken of a railroad from Cincinnati to the Gulf of Mexico, and we may expect such a work completed.

Railroads.

RAILWAY EARNINGS.

WESTERN AND ATLATIC RAILROAD, GA.—The income of this road for the month of February, shows an increase over that of the same month last year, of $20,292 66.

FEBRUARY, 1853.

Freight from Georgia Railroad	$23,151 14
Freight from M. & W. R. R	9,513 72
Local freight	4,628 21
Passengers	10,214 95
Mail service	1,166 66
Total	$48,674 68

FEBRUARY, 1852.

From Freight	$19,630 62	
From Passengers	7,751 40	
From Mail service	1,000 00	
Total		28,382 02
Total increase over Feb. 1852		$20,292 66

EAST TENNESSEE AND GEORGIA R. R.—The report of the President, General Calloway, exhibits the gross earnings of this road, for eleven months, ending 30th of November last, to be

Income	$57,296 54
Expenses	35,921 82
Net profits	$21,374 72

MICHIGAN SOUTHERN AND NORTHERN INDIANA ROADS for February, are as follows:

Passengers and mail	$42,474 50
Freight	16,137 00
Total	$58,611 50
February, 1852	25,841 28
Increase, 130 per cent.	$32,770 22

MICHIGAN CENTRAL RAILROAD.

	1852.	1853.
Passengers	$10,061 61	$15,087 89
Freight	14,081 61	20,933 03
Miscellaneous		4,025 00
Total	$24,143 22	$40,045 92
		24,143 22
Increase		$15,902 70

Earnings for the first quarter of the fiscal year of the Company, ending February 28th, as compared with the same time last year!

	1852.	1853.
Passengers	$39,049 92	$59,835 47
Freight	45,533 32	78,104 37
Miscellaneous	296 00	4,025 00
Total	$84,879 49	$141,964 84
		84,879 49
Increase		$57,085 35

Being an average increase over last year of about 67 per cent.

The above statement, says the Detroit Advertiser, speaks well for the business of the Michigan Central Railroad Company. It appears that the increase for the first quarter of 1853, over the corresponding time of last year, is 67 per cent. And when we consider that little or no through travel passes over this line at this season, and the active competition of the Michigan Southern Railroad Company, whose connections have been for some time completed around the south shore of lake Erie, it furnishes undeniable evidence of great increase of local travel and general prosperity of the agricultural interests, as shown by the increased transportation of freight, to a degree but little contemplated by the most sanguine.

February receipts of the TOLEDO, NORWALK, AND CLEVELAND ROAD were $27,448.

For the week ending March 19th—

For passengers	$8,709
For freight	1,191
For express	517
Total	$10,417

This shows an immense business for a new road, scarcely in running order.

The Ironton, Ohio, Railroad, extending only 13 miles out from the river, cleared almost $2,000 on its January business—paying 20 per cent. on its capital stock.

February receipts for the LITTLE MIAMI ROAD were $68,000.

The Madison and Indianapolis Railroad divided 16 per cent. last year.

CHICAGO AND ROCK ISLAND RAILROAD,

Extends across the State of Illinois between these two cities, a distance of 180 miles, through one of the most fertile sections of this exceedingly productive State: and when completed, will pour into Chicago the abundant surplus productions of the Western section, which can not now find a market except after a tedious and expensive land transportation; and then only through the outlet afforded by the Mississippi river.

From our exchanges we gather the following particulars relative to the elements of this road:

Distances of intermediate towns, and from Chicago, viz.:

To Joliet		41½	miles.
" Morris	20	61½	"
" Ottawa	21	82½	"
" Peru	16	98½	"
" Sheffield	36½	135	"
" Rock Island	45	180	"

At this latter place it will cross into Iowa by means of a bridge over the Mississippi, which at this point seems peculiarly fitted for this purpose. Rock Island proper here divides the river into two channels; that on the east of the island is narrow and shallow, being little else than the escape water from the dam at Moline, at the head of the Island. On the western side the river is compressed within narrow rocky bounds to a width of 1,400 feet, rushing over a rocky bed, and forming what is familiarly termed "the rapids." A company has already been formed for the purpose of erecting this bridge, which will doubtless be completed by the time the road is finished.

The road will also cross Rock river, some twelve miles east of Rock Island, over a bridge 1,400 feet in length, which is now in course of construction, and calculated to be completed the ensuing midsummer.

Although the home traffic of this road *must* be of sufficient amount to pay handsome dividends to the stockholders, yet its foreign connections are very extended; and bound, in the progress of railroad development, to be much increased hereafter.

At Chicago it connects with the very extended system centering there, and diverging thence north, south and west. At LaSalle it is crossed by the Illinois Central Road, north and south, and intersected by lines from Fort Wayne and Lafayette, Ind., leading directly, by uninterrupted channels, to Cincinnati and and the East; while at its western terminus, Rock river, it will be met by a line of road leading from (at or near) Davenport, through the southern portion of Iowa, directly to a point at or near Council Bluffs on the Missouri; for the construction of which road, we learn a company has been organized with a capital of $6,000,000; thus holding out a strong inducement to make Council Bluffs the eastern terminus of one of the branches of the Great Pacific Railway—for branches it must have.

The Chicago and Rock Island Road is now completed west to Peru, 98½ miles, to which place it was opened with great rejoicings on the 21st inst. It is graded to Sheffield, (a new town just laid out,) 36½ miles further west. Laborers are also grading eastwardly from Rock Island, and the whole is being prosecuted to completion with an energy seldom equaled upon other roads. And as the Davenport Gazette says of it, "Before the puff of the steamer dies away for the season upon the snow-covered hills of Davenport, the welcome sound of the locomotive's heavy breathing will reverberate from the bluffs of Rock Island."

MAYSVILLE AND BIG SANDY R. R.

From an address by the Board of Directors of this road to the voters of Mason Co., upon the question of a county subscription to the amount of $100,000 to aid its completion, we gather the following elements, viz:

The charter authorizes the construction of a Road from Maysville to the mouth of the Big Sandy river, and the putting of any portion of it into operation, that may be ready before the completion of the whole.

Under this provision of the charter, and with a view of securing important Northern and Eastern connections through the State of Ohio, as soon as may be, the road has been surveyed, and proposals for grading and masonry of some 51 miles to Springville, opposite Portsmouth, solicited.

By the Chief Engineer's estimate, $400,000 will prepare the road-bed for the iron for this distance, so favorable is the country through which the road will pass. The resources of the Company are as follows:

City of Maysville subscription	$25,000
Maysville and Lexington R. R. Co.	25,000
Scioto and Hocking Valley R. R. Co.	25,000
Individual subscriptions	175,000
Total	$250,000

Leaving a deficit of some $150,000 in the estimated cost of grading the 51 miles; for which, and for contingencies, the Company ask the assistance of Mason Co. to the amount of $100,000. The amount necessary to furnish the iron, rolling stock, &c., is expected to be raised by mortgage upon the Road.

The Engineer's estimate would seem a low one; but this is accounted for, by the fact that the grading is very light, in no case exceeding 15 feet to the mile, while the materials are plenty and cheap along the line of the road. Another evidence of its not being under-estimated is, that responsible parties now stand ready to take the resources above specified, and bonds of the Company for the residue, and go on and complete, and fully equip the line ready for operation, within two years, at reasonable prices.

The connections of this road, when completed, will be important, numerous, and far-reaching toward every point of the compass.

Thus: On the East by means of the Central Virginia Road, which must be completed to the Big Sandy, a direct outlet to the Atlantic seaboard will be had, at the same time crossing and intersecting numerous diverging lines in its course.

On the West its connections will be no less valuable, and scarcely less varied; reaching Cincinnati, and the great system of roads centering there from all sections of the great West, and North-West by means of the Maysville and Newport Road, (which must necessarily follow the completion of this one,) as well as connecting, by the Louisville and Covington Road, with Louisville, and thence by radiating lines throughout the entire South-West.

On the South by the Maysville and Lexington, the Danville and the South-Western Roads, a direct and speedy communication will be opened with New Orleans, Mobile, Florida, Savannah and Charleston.

While on the North by way of the Scioto and Hocking Valley Road from Portsmouth to Newark, an unbroken concentrated chain of intercommunication with all the principal cities of the North, North-East and North-West can be maintained interruptedly.

Nevertheless, the foreign connections of this road, however extended they may be, do not offer the strongest argument in favor of its construction. It is at home that it must look for its chief support; and few roads that we know of hold out better prospects of reciprocal advantages between itself and the lands through which it passes. When this road shall be completed, the land lying upon either side of it, for miles, *must* inevitably increase in value; while the increased facilities for getting produce to market, will also advance the value of such products at home, and the carrying of these products to market, and returning their equivalents in other kinds, will be the support of the road.

We hope that this Road will be built. In fact, such has got to be the state of affairs now, that it stands every State and city in hand to be up and doing in the matter of railroad facilities, or be inevitably left behind in the onward march of improvement and wealth.

CONNELLSVILLE RAILROAD.—The Pittsburgh Gazette of the 17th inst., says:

A telegraphic dispatch informs us that the bill pending in the House, at Harrisburgh, authorizing the cities of Pittsburgh and Allegheny to subscribe to the stock of the Pittsburgh and Connellsville Railroad Company, has passed finally. It is now through both Houses, and only awaits the action of the Executive to become a law.

CHICAGO AND GALENA UNION RAILROAD.

STRAIGHT LINE.

The Legislature of Illinois, at its last session, authorized this company to alter and straighten their road from the junction of the Aurora Branch, through the counties of Kane, DeKalb, Boone, Winnebago, and Stephenson, to Freeport.

We note, by our exchanges, that the Directors, on the 1st inst., instructed the engineer of the road to make the necessary examinations and surveys for thus straightening and shortening the line.

When this road was projected and located, the enterprise was considered somewhat doubtful as to its success; and it was made circuitous in order to pass through the larger towns between its termini, and thus secure their assistance in its construction. The unprecedented success of the work has rendered a "*double track*" necessary, and the Company proposes, instead of doubling the present line, to run a second road upon an *air line* from the Junction at Aurora, for the accommodation of the through travel, leaving the original route as it now is for the accommodation of the towns through which it passes.

The air line route, passing between the vallies of the Fox and Rock rivers, will open a section of country to market, the trade of which will be scarcely inferior in profit to the road to that already opened by the original line.

At first glance it would seem that the opening of a railroad through that section of Illinois would have been, to say the least of it, hazardous; but such has been the effect of the road in developing the resources of the fertile lands through which it passes, that the Directors feel warranted in constructing the new line, and there can be little doubt of its amply remunerating the Company.

The exhibit of the earnings of this road sums up as follows:

Freight	$13,464 02
Passengers	11,453 39
Mails	766 67
Total	$25,684 08
The exhibit for the last four months is,	$201,704 52
Estimate of running expenses	51,704 52
Earnings for four months	$150,000 00

Or $37,500 per month, on an investment of $1,100,000, the original cost of the 92 miles, —giving net earnings at the rate of 40 per cent. on the original investment.

☞ The Wheeling Gazette says that a refreshment car will be put on the Baltimore and Ohio Railroad, and will run with every passenger train. This is a new feature in railroading, and one that might be adopted on the Lightning Train, on the Little Miami Road, during the coming summer with no trifling comfort to the passengers.

ILLINOIS CENTRAL RAILROAD,

AND THE CITY OF GALENA.

Some time since the rivalry existing between the cities of Galena and Dubuque, induced the authorities of the former city to adopt measures somewhat embarrassing to this Company, and doubtless to the denizens of Galena themselves. The law of Congress, by which the donation of land was made, as well as the charter of the company, require the road to go to Dubuque by way of Galena. Now Galena being in a valley between high bluffs, the road must necessarily go *through* the town. Another clause in the charter provides, that the Company shall not locate a track within an incorporated city *without the consent of its common council.* The Company proceeded to solicit that consent; but the council, with a view of compelling a termintion at Galena, refused.

Thus the matter rested until the 11th inst., when, by our exchanges, we learn that mutually satisfactory arrangements were made by which the Company enjoys in perpetuity the right of entering upon, using, and of laying down and operating the main track of their road, and double or side tracks along East Water Street. The Company also have the right of constructing a drawbridge over Fever river, within the corporate limits of the city, upon payment to the city of the sum of $10,000 for the purpose of clearing the channal of said river of any deposits that may be occasioned by the erection of the said bridge or wharves for the use of the Company.

LEXINGTON AND BOWLING-GREEN R. R.— We learn from the Covington Journal, that the commissioners of the Lexington, Harrodsburgh and Bowling-Green Railroad have been notified to meet at Lebanon, Marion Co., on the 2d of April next, for the purpose of organizing the Company.

The road proposed will connect the Lexington and Danville, and the Nashville and Louisville railroads, and thus form a continuous line of railroad from Covington to Nashville, and thence to Memphis. It is estimated that *seventy* miles will make this connection. The section of the State more immediately interested in the work, and through which it will run, comprises the counties of Jessamine, Mercer, Washington, Marion, Larue, Taylor, Hart, Barren, and Warren, is very productive, and offers a favorable route. There is no reason to doubt that the road will be profitable, and as the people along the line seem to be waking up, we may reasonably count upon its early construction.

MAD RIVER AND LAKE ERIE RAILROAD stock at a late administrator's sale in Champaign county, brought par. It was not long since it could have been purchased at sixty cents on the dollar.

☞ New Orleans seems to be putting in motion the railroad plans her people have been long contemplating. "The Opelousas and Great Western" has been located as far as Berwick's Bay, (82 miles,) and the second "location" to Washington, (96 miles,) was to be ready for contract March 1st. The "Great Northern" is also in a hopeful way. The Bulletin says:

Eighty-seven miles running from this city to the State line, and 23 miles from Jackson to Canton, are now under contract, and upward of 1400 hands employed. The sections between the State line and Jackson, of 95 miles, will be ready for letting about the 10th of April—making in all 205 miles of this great enterprise that will then be in progress of construction. Iron has been purchased for laying a track of 100 miles, and if the contractors comply with the conditions of their contracts, the first 87 miles of the road will be finished, and the cars commence running within a year. It is the intention of the directors to complete the road to Canton within two years, and if possible to the Tennessee river in three years. When it reaches the Tennessee river, it will connect with the Memphis and Charleston road, which will open by the way of Chattanooga, Knoxville, and Virginia, a continuous railroad line from New Orleans to the bay of the Chesapeake, and enable the passengers to travel from New Orleans to New York in less than three days. The apprehended difficulty of crossing the swamps and prairie lands between this city and the high lands are rapidly disappearing and it is found that the substitution of "crib work," instead of piling, answers every expectation, and while it insures a more complete road bed, is much less expensive. The total cost of the construction of the 87 miles between the city and the State line, including the bridges crossing the Manchac, will not exceed two millions of dollars, and even this sum is considerably in excess of the sum to be paid on the present contracts.

MASSACHUSETTS RAILROADS. — The Secretary of State offers the following abstract of the annual returns of the Massachusetts railroads, fifty-four in number, for 1852:

Capital	$56,236,600
Capital paid in	46,539,220
Cost	60,019,015
Length	1,280.29
Length of double track	270.33
Length of branches	103.68
Av'g speed pass'r trains per hour	23.63
Average speed of freight trains	12.98
Earnings	$7,713,208
Expenses of working	4,541,468
Net earnings	3,211,197
Dividends	2,483,545
Debt	16.009,095
Surplus	1,112,072

The number of casualties during the year was 87, of which 63 were fatal.

CINCINNATI, COLUMBUS, AND CLEVELAND RAILROAD.—An extra train will be placed on this road on and after the first of April, to run through from Cincinnati in about eight hours; leaving this city at 5 o'clock in the morning, and arriving at Cleveland about 1 o'clock, P. M. It is to be called the "Lightning Train."

BEGINNING OF THE PACIFIC R. R.

The New York Evening Post of the 14th inst., contains an article with the above title, in which is given more of the history of the proceedings of Congress in relation to this railroad, than we have been able to gather from the reports that have appeared in our papers. The attention of our Senator Mr. Chase to this important matter, is spoken of with due commendation, and his constituents and fellow-citizens should be informed of his efforts for the furtherance of this great work, and for causing it to be commenced speedily, and in a proper manner. This information we can not, at present, give them in a better form than by the following quotations from the above mentioned article. The act as it passed, providing for surveys by a sufficient number of Engineers on all the routes, we have already published.

The time will come, if it has not already arrived, when the world will be curious to know through whose agency, and by what instrumentality the Pacific Railroad was initiated. We purpose briefly to stake out the lines for the future historian, that neither more nor less than justice may be done to those who have participated in the deliberations which promise such momentous results.

Early in the last session of the last Congress, Senator Gwin prepared a bill, which he introduced without the sanction of any committee, and asked to have it made a special order for a certain day. After some debate it was laid upon the table, and another bill making provision for an emigrant route was made the special order, to which Mr. Gwin gave notice that he should move his bill as an amendment.

By this arrangement, Mr. Gwin's bill was removed from the consideration of the Committee on Roads and Canals, consisting of Messrs. Bright of Indiana, Douglass of Illinois, Chase of Ohio, Adams of Mississippi, and Spruance of Delaware. It is doing the parties interested, in withdrawing Gwin's bill from this committee, no injustice to say, that they did not wish it to be under the control of a committee, a majority of which was from the north-west. The whole struggle of the session was to secure a southern route.

When the Emigrant Route bill came up, Mr. Gwin moved his bill as a substitute, and it was accepted as such. Mr. Chase then moved an amendment, the effect of which was to strike out the half-dozen branch roads provided for in Gwin's bill, and to provide for a single road with an eastern terminus on the Missouri river. Several days' debate followed.

Pending this amendment of Mr. Chase, a select committee was appointed, consisting of Messrs. Rusk of Texas, Gwin of California, Dodge of Iowa, Davis of Massachusetts, and another not now recollected, to which was referred a bill and a memorial relating to the railroad, for the purpose of giving jurisdiction over the subject. The committee reported a bill providing for a single road, to be constructed by a corporation, aided by a grant of alternate sections to the quantity of about fifteen millions of acres, and by the advance of twenty millions of dollars in government bonds. The determination of all questions relating to the route, termini, the contract for construction, and the organization of the association or corporation, were left to the President.

This bill encountered strenuous opposition from the start. An amendment was moved by Mr. Brodhead, requiring the survey of a single route. This amendment was modified, on the motion of Mr. Chase, so as to require surveys and explorations of such routes as the President might think the public interest required, by government engineers and others employed for the purpose, and to provide for concert of action between the government employees and the engineers of private companies, and for the reception of proposals for construction, to be laid before Congress at the next session. This amendment failed, and the bill, after a severe struggle, failed also.

Mr. Gwin then offered the same amendment, further modified by Mr. Chase so as to provide for the division of the exploring force into as many parties as there were routes to be surveyed, and requiring that the reports of exploration should be laid before Congress at the next session, by the first Monday of February. The amendment, as offered by Mr. Gwin, was ruled out of order, because it did not come from a standing committee.

Mr. Chase then took his amendment, and having consulted the Committee on Roads and Canals, and obtained their sanction, offered it himself; and after a protracted contest and serious danger of defeat by amendments which would themselves have been rejected, it was agreed to by a vote of 31 to 17.

In the House, under a misapprehension, the valuable provisions permitting engineers of private companies to act in concert with those of the government, and requiring the Secretary of War to receive proposals for construction, were stricken out; but the main features of the amendment are now law, and will doubtless constitute the legislative initiative of the greatest work of modern times.

Without designing to make any invidious discriminations, it is but just to Senator Chase to say, that upon the record, it appears that more is due to his tact and discernment in offering the amendment which passed, in the proper way and at the proper time, than to any other person, and he, if any one, is entitled to a principal share of the credit which belongs to the last Congress for an appropriation which will be the means of not only materially expediting the construction of the Pacific Railroad, but of commencing it in a safe and judicious way. It now remains for the President to discharge the duty imposed on him by this law, and we have no doubt he will discharge it wisely. If so, by February next we shall have surveys of every route which is at all feasible, and the means of determining which is to be preferred.

Locomotal Telegraph—New Invention. A Telegrapher, named W. D. Wesson, of Chillicothe, O., advertises for a partner, with capital to invest on terms, in testing the applicability of all electric telegraphs to the use of railroad trains and other vehicles running at *high speed*. He claims to have invented and successfully demonstrated, with a rude model in miniature, the practicability of trains *in motion* at high speed, being able to maintain constant telegraphic intercommunication with one another and with stationary offices on the same line. Any person wishing to engage in such an enterprise is invited to address the inventor to that effect.—*Ex.*

RAILWAYS IN ENGLAND.

We take the following from the Chicago *Journal:*

The railways are well built, and the first class cars are good, though the second class are poor. Each apartment holds eight persons, and three apartments to each car. The engines are much lower than ours, and apparently more simple. The engineers have no covering, being exposed to the weather, and sometimes have to wear wire masks to protect their faces; baggage many times is put on top of the passenger cars, and covered with canvas. When they connect cars, they screw them together till the bumpers touch, which makes the train a solid body, and prevents that jolting which is often so unpleasant on our roads. The Great Western Road has a seven foot track, and a double track which is usual on all roads. Carriage ways are carried either under or over the track—this is required by law, and has to be taken into consideration in establishing the grade, and adds vastly to the expense: there are few curves or few grades—usually running very direct and very level. I have learned a fact that may prove interesting to our railway men; that is, that they take the clay and make a layer about five inches thick, on the top of this is placed a layer of fine or waste coal about an inch thick, then another of clay, and then another of coal, repeating to the hight of about five feet. This is set on fire and burned about one week, when the clay becomes unformed brick, and is used for ballast on the road, and answers about as good a purpose as gravel—saving the expense of removing the clay and carting the gravel. It is also frequently done where there are slides of clay, burning a portion of an embankment which will stay. This way is new to me, though it may not be to your readers.

Columbus and Xenia Railroad.—Double Track.—We hear that the Directors of the Columbus and Xenia Railroad have resolved to lay a double track between Columbus and London—a distance of twenty-four miles—to serve as a connecting link with the London, Springfield and Dayton Road—the portion of which lying between London and Springfield is now in course of construction. This will open to Columbus additional facilities of communication with Springfield and Dayton. We learn, also, that the London and Springfield Road will be completed during the present Spring.

The Muscogee Branch, of the South-Western (Geo.) Railroad, has been completed to the first station beyond the Flint river. This leaves only ten miles of staging between Savannah and Columbus. The work is rapidly progressing, and will be completed in six weeks from the present time.

The Illinois Central Railroad Co. has contracted for the freighting of 47,000 tons of railroad iron from New York to Chicago, during the ensuing summer. The amount of railroad iron, to be brought to that city during this year, will amount to about 72,000 tons.

THE HANNIBAL AND ST. JOSEPH RAILROAD, Missouri.—The Directors have decided upon the location of this road, and have contracted with Messrs. Duff & Learned, of New York, to construct it at $23,000 per mile. The work to be commenced at both termini without delay.

The distance, as located, is 198 miles, nearly in a straight line. The following is the route of the road. Starting from Hannibal, passing up Bear creek to Palmyra, thence along the dividing ridge near Sharpsburg, and about seven miles south of Shelbyville, between the waters of the North and Middle Forks of Salt river; passing three and a half miles south of Linneus, and near the town of Chillicothe; thence by the Utica divide to Castile; thence passing through Caldwell, Clinton, and Buchanan counties to St. Joseph.

This road will obtain 780,000 acres of government lands from the State, to aid in its construction, which will be more than amply sufficient. Some portions of the work at the eastern end will be heavy; but materials for construction are easily accessible along the line.

LOUISVILLE AND LAKE ERIE RAILROAD—between the cities of Louisville, Ky., and Toledo, Ohio.

Exertions are now being made to run an *air* line road between these two points, passing southwardly through Findlay, Piqua, and Eaton, thence in a direct line to Madison, Ind., and Louisville, Ky.

By reference to the map it will be seen that this is an *air line* truly, giving Louisville a direct communication with the lakes, Detroit, and the Canada roads. Whether this road would find sufficient through travel to compete with the lines running in the same direction from Cincinnati, is a mooted point. It would scarcely seem that such would be the case; though experience has shown that it is the invariable effect of railroads to create business. We trust that such may be the case with this one, and wish it all success.

HEMPFIELD ROAD.—In the Pennsylvania House of Delegates, on the 17th instant, the bill authorizing the City Councils of Philadelphia to subscribe to the stock of the Hempfield Railroad, was finally passed, without the Steubenville right of way proviso. On the same day the House passed the bill repealing the law levying a State tax on passengers passing over the York and Cumberland Railroad.

It appears by the annual report of the New York State Engineer and Surveyor, that 313 persons have been killed, and 197 injured, on the railroads of that State, during the past year.

THE "GREAT BORE,"

AT THE HOOSACK MOUNTAIN.

The Committee of the Massachusetts Legislature, to whom was referred the petition of the Troy and Greenfield Railroad Company, asking for a loan of $2,000.000 to aid them in tunneling the Hoosack Mountain, arrived here this morning from Troy, where they tarried over last night. The Committee, consisting of seventeen members of the Senate and House, left Boston on Tuesday morning last, and arrived at the mountain, in the town of Florida, on Wednesday, where they had an opportunity of witnessing the great boring machine operate upon the solid rock. The weather was cold, and the machinery was quite frosty, but notwithstanding, the mammoth instrument was put in motion, and in the space of fifteen minutes, bored four and one-eighth inches. The circle is twenty-four feet in diameter, and will admit a double track. The machine was several times tested, and with like success. It has bored at the rate of twenty-four inches per hour.

There is said to be room for great improvements in the knives. The machine is also very unsteady at present, and will continue to be so until it enters far enough into the tunnel to be better secured. The Committee were accompanied on their visit by several distinguished scientific gentlemen, citizens of Massachusetts, and members of the press, the whole party numbering about sixty. After witnessing the experiment, they crossed the mountain in sleighs, over the proposed line of the tunnel, which is 4½ miles in length. The west (highest) summit is 1,700 feet above the grade level; the east summit, 1,400 feet. Cold river, a small stream, flows down the center of the mountain, running south to within 800 feet of the grade level.

The Company tarried at North Adams, on the west side of the mountain, on Wednesday night, where they were received by the President and Directors of the Troy and Greenfield Railroad Company, and other citizens of Troy, and yesterday proceeded in carriages to the village of Hoosack, surveying the line of the Tunnel road. They arrived at Troy yesterday afternoon, where they were hospitably received. They visit this city for the purpose of witnessing the operation of a small machine similar to that at the mountain, which is used at the Stone-cutting yard, corner of Twenty-eighth st. and East river, and is said to work well.

We learn from a gentleman who was present when the machine worked, that it gave the greatest satisfaction in its operations. Every person seemed to be agreeably surprised. Scientific gentlemen who were present, consider it clearly demonstrated, that the mountain can be easily tunneled. The only question remaining is a matter of dollars and cents.—*Tribune*.

INDIANAPOLIS AND BELLEFONTAINE RAILWAY.—We understand that the arrangements under which the Madison Railway Company stocked and so controlled the running time on the Bellefontaine line, has been terminated, and that the Directors of the latter railway will now manage the trains to suit the convenience of travelers, and to the interests of the Company. Mr. Smith, the indefatigable President of the Bellefontaine Railway, is now at work securing the cars and machinery necessary for the independent management of that line, and the hours for the departure of the trains from Indianapolis will, as soon as practicable, be so fixed as to enable passengers leaving Terre Haute and Lafayette in the morning, to reach Dayton, by way of Union and Greenville, in time for the five o'clock train of the same evening to Cincinnati.—The run from Cincinnati to the Wabash towns will be so arranged as to make that also a daylight line. That is just what is required for the convenience and comfort of travelers, and will secure a heavy passenger business for the route.—*Dayton Journal.*

A NOVEL ENTERPRISE.—The vast travel through Broadway, New York, and the great length of that thoroughfare, have produced much inconvenience, and many schemes have been presented for its relief. We have before us a drawing which represents the plan devised by Mr. O'Neil, of South Brooklyn, which appears to be perfectly feasible. It proposes to erect two rows of iron pillars the whole length of the street, to support a double track railroad eighteen feet above the pavement, with a promenade each side of it on a level with the second story, permitting communication to be made with ranges of stores in that story. The distance of the rows of supporting pillars from each other is forty feet, and the pillars are twelve and a half feet apart, each pillar forming a conductor for surface water to the sewer underneath the pavement.

It is proposed to lay the track of the railroad on plank over cast iron flagging, and to floor the promenade and intervening spaces with glass protected by perforated cast iron. Opposite the middle of each block a double flight of steps lead to the road and promenade above; and it is proposed to attach the street lamps and telegraph posts to the supporting pillars at convenient distances.

The whole plan is original, and we see no reason to believe it impracticable.— *Washington Union.*

RAILROAD DECISION IN PARIS.—An important decision has been given in Paris. The passengers upon the Lyons and Mediterranean Road, arrived one day last summer too late to connect with the branch to Avignon. They had to spend the night at Tarascar, and a portion of them sued the Company for damages. The Company took the general ground that it could not, in any case, be responsible for any losses resulting from the non-arrival of trains at the specified hour. But it was decided that when the non-arrival is due to the negligence of the employees, the Company must be held responsible, and that it should pay to the sufferers damages proportionate to their losses, not exceeding forty dollars, nor less than six dollars a piece.

THE MUSKINGUM VALLEY RAILROAD COMPANY is now organized. The stockholders, on Saturday last, elected Directors for the ensuing year, as follows: Douglas Putnam, T. W. Ewart, W. S. Nye, John Mills, Beman Gates, M. Clarke and Davis Green.

The Directors, on the same day, elected the following officers: *President*, JOHN MILLS; *Treasurer*, WM. S. NYE; *Secretary*, BEMAN GATES.

LONG TUNNEL.—One of the tunnels on the Pennsylvania road now constructing, is to be 3,670 feet in length. Its area at the widest space within the lines of masonry will be about 24 feet, and the spring of the arch will begin 16 feet from the crown of the arch. The arch itself of the tunnel will be rather of an oval form, one of the most beautiful curvatures which conic sections can afford. The greatest part of the arched excavation will be inlaid with strong and substantial masonry. More than half of this masonry will be composed of sandstone well laid in hydraulic cement, and the remainder will be hard-burnt brick. The whole masonry will be 22 inches thick.

The tunnel passes the Allegheny mountains in Sugar Run Gap, and lies partly in Blair and partly in Cambria county. Taking into account the length of the tunnel and its interior breadth, and the quantity and solidity of its masonry, it may be regarded as the largest work of the kind in the United States. About 400 men are employed upon it.—*Ex.*

TEXAS—RAILROADS.—The citizens of the town and county of Victoria have subscribed $35,000 toward building a railroad to connect Victoria with the San Antonio and Gulf Railroad.

Banking.

OHIO BANKS.

It appears from the following returns, that the bank note circulation of Ohio is now about *eleven millions of dollars.*

The banks of Ohio have made up their returns to the Auditor of State to the first Monday in February. There are now four classes of banks in the State, viz.: five of the old chartered banks, with a capital of $1,297,526; forty branches of the State Bank, with an aggregate capital of $4,146,675; eleven Independent Banks, capital $754,180, and thirteen Free Banks, organized under the free bank law of 1851, with a capital of $575,970. The following is an abstract of the items in the aggregate.

NOTES AND BILLS DISCOUNTED.

Old banks	$3,766,759 82
State banks	10,026,979 08
Independent banks	2,269,699 57
Free banks	1,250,547 73
Total	$17,313,986 20
Specie on hand	$2,556,931 07
Bank notes and due from banks, &c.	2,707,066 42
Eastern deposits	3,327,079 27
Cash items	95,908 80
Bonds deposited	2,894,092 53
Real estate, &c	372,376 95
Other resources	823,493 35
Total resources	$30,090,934 60
Capital stock	$6,774,351 00
Circulating notes	10,904,207 50
Safety fund stock	1,626,184 83
Due to banks	2,085,090 25
Due depositors	7,431,342 47
Surplus fund, &c	638,001 92
Bills payable	175,687 28
Discount, &c	316,811 42
Unpaid dividends	7,326 10
Other liabilities	131,931 83
Total	$30,090,934 60

VIRGINIA FINANCES.

The committee of finance of the Virginia Legislature have made the following statement of the debts and liabilities of the State on the 1st inst.:

Bonds held by the public	$15,569,515 31
Bonds held by the Board Public Works and Literary Fund	1,522,518 91
Old valid subscriptions	1,144,269 46
Authorized by former laws	684,460 00
Guaranteed bonds	3,914,874 00
Temporary loans	328,400 00
	$23,164,037 68
Loans at present session to first March, 1853	2,400,000 00
Direct appropriations to internal improvement companies up to same day	1,293,000 00
Direct appropriations not to internal improvements	35,000 00
Authorized subscriptions	1,703,000 00
Total debt and liabilities to first March, 1853	$28,595,037 68
From the 1st of March to the 10th, inclusive, additional appropriations were made equal to	2,067,600 00
From the 10th March to 16th, inclusive, other appropriations have been made equal to	2,095,540 00
Total to 16th March, 1853	$32,758,177 68

This sum may be increased by a million.

TABLE OF RESOURCES.

Bank stock	$1,143,850 00
Stock in other joint stock companies	743,207 80
Stock in Old James River Co	254,500 00
Bonds of joint stock companies	182,818 00
Bonds of James River and Kanawha Company	1,989,145 33
Applicable to public debt	$4,313,521 13

In addition to this sum of resources, the commonwealth has invested in works of internal improvement, not yet complete, the sum of $9,430,159 48, from which profits may be expected when the works are completed; but any estimate now of those profits would be mere conjectural.

Investments have been made in other works equal to $1,409,986 94, but as they have yielded no dividend heretofore, though in a state of completion, no profit is expected from them through the future.—*Baltimore Amer.*

CALIFORNIA GOLD DUST.—The total value of gold dust shipped by steamers from San Francisco during the past year, was $45,559,177, as follows:

Destined from that port to N. York	$39,007,367
For New Orleans	470,783
For London	6,020,027
For Panama	46,000
For San Juan	15,000

The shipments for each month were as follows:

January	$2,905,770
February	1,770,122
March	2,173,304
April	3,467,293
May	5,470,923
June	3,570,268
July	4,119,509
August	3,608,303
September	4,104,130
October	5,067,386
November	5,251,999
December	4,050,172

INDIANA FREE BANKS.

We take the following from the *Indiana State Journal:*

OFFICE AUDITOR STATE,
INDIANAPOLIS, March 22, 1853.

Messrs. JOHN WOOLLEY & Co.:

Gentlemen:—Your note of yesterday is before me, covering inclosure of an article in the "State Sentinel" of yesterday, headed "*unlawful paper*," and asking me "if any of the bills of the Banks named in the article, or of any other of the Free Banks of this State are *illegally* issued."

In reply, I will state that there have been no bills delivered to any of the Free Banks of this State from this office, without there being first deposited in the Auditor's hands, the bonds of interest paying States dollar for dollar issued.

The following State Bonds cover the large amount of bonds deposited:

Indiana, 5s and 2½s, say	$1,100,000
Michigan, 6 per cts. "	75,000
Louisiana, 6 per cts. "	62,000
Virginia, 6 per cts. "	50,000

A few Tennessee 6s, and 26,000 California 6s left as collateral at 62 on the dollar. So far as the securities on my hands are concerned, at the prices the above stocks would now sell in the market, they would more than redeem all the issues made under the Free Banking Law of this State. Hoping the above reply may be satisfactory,

I remain your ob't servant,
JOHN P. DUNN, *Auditor of State.*

Commerce.

COMMERCE OF CINCINNATI IN 1853.

The statistics of Cincinnati are now very well kept, partly, by means of the census, the Auditor of State's report, and the annual report of the city clerk; but chiefly through the Merchants' Exchange, of which Mr. Richard Smith is superintendent. The returns of exports, imports, arrivals and departures of vessels, the hog trade, &c., are all accurately posted up, and published in the Price Current. It is to the statistics of commerce we would now direct attention. From these reports one very important fact is apparent. This is, that the commerce of Cincinnati is increasing with immense rapidity. We have before us the exports of this city from the 30th of September, 1852, to the 5th of March, 1853.—We make the comparison of these 6 months with the same returns for 1852, for the principal articles.

	1852.	1853.	Increase.
Beef, bbls	19,533	42,808	116 pr ct.
Butter, kegs	21,297	41,855	90 "
Bagging, pieces	4,976	5,298	6 "
Corn, sacks	42,397	27,340	decrease.
Cheese, boxes	100,633	104,415	4 pr ct.
Candles	57,875	76,332	33 "
Cotton, bales	3,409	6,290	80 "
Coffee, lbs	19,256	32,243	87 "
Flour, bbls	220,685	220,440	
Lard, kegs	221,875	242,166	10 "
Lard Oil, bbls	9,422	15,037	66 "
Linseed Oil, bbls	4,066	4,223	5 "
Molasses, bbls	21,307	37,759	80 "
Sugar, hhds	7,671	15,992	100 "
Seeds, bbls	5,996	8,045	33 "

Soap, boxes.....	15,198	19,655	25 "
Pork, bbls	119,628	181,962	50 "
Pork, lbs.....	3,129,825	741,433	decrease.
Tobacco, boxes...	9,222	17,603	50 pr ct.
Tobacco, hhds....	3,438	3,046	
Whiskey, bbls....	123,907	130,391	7 "
White Lead, kegs,	23,053	32,485	40 "

It will be seen that, in the *six months* from September to March, the export trade of Cincinnati, (which is the true test of commerce,) increased more than 50 per cent., and there is no doubt this will continue to be the case during the year, in an equal proportion. In the articles of beef, butter, sugar, molasses, coffee, and cotton, taken as a whole, the increase has been 100 per cent. In the articles of pork, tobacco, and lard oil, it has been 50 per cent. In candles, soap, and seeds, it has been 25 per cent. The export of flour is about the same; of whiskey, a little more; and in Corn, there is a diminution. The increased value of the products of the hog, beef, butter, sugar, molasses, coffee, and tobacco, in the last six months of Cincinnati export trade is two and a half millions of dollars over the same values for last year.

The exports for these six months of beef, butter, cotton, coffee, flour, molasses, sugar, tobacco, and whiskey, are *greater than for the entire year* 1850! In fact, the trade of Cincinnati has, taken in the aggregate, *doubled in the last three years*. For a city of this magnitude, this is an unprecedented fact. In small towns such a thing sometimes takes place; but we venture the assertion, that in a town of 150,000 inhabitants, it has never taken place elsewhere. The question may be asked, *why* is this the case? It consists mainly in *extending the avenues* of commerce, by intercommunications, and by the *increase of capital* resulting from prosperous industry, and the rapid increase of population. The completion of the Cleveland Railroad, the Dayton and Sandusky line, the lines to Terre Haute and Lafayette, all have tended to increase the trade of the last three years; but especially of the last six months. By means of the northern railroad lines, the merchants of Cincinnati are enabled to meet New York, on the line of Pennsylvania and the shores of the lakes, on equal terms, in regard to the great articles of the grocery trade, and in fact every article brought from the Southern portion of the Mississippi Valley. Thus the circle of commerce has been widely extended. So, also, there has been a rapid increase of solid capital, most of it accumulated out of the profits of commerce and manufactures. Cincinnati now begins to stand alone, and attract commerce to herself, by virtue of her own power. In the last winter, the balance of trade has been in favor of the West, and against New York; and this has been the main cause of the recent financial disturbances in New York. Whoever has the greatest power of production must ever wield the greatest money power, in the end; for the balance of trade must, in the long run, be in favor of the balance of production.

STEAM NAVIGATION WITH INDIA.

Charles Huffnagle, Esq., American Consul at Calcutta, India, has written a letter to the National Intelligencer, calling on his countrymen to establish a line of steamers between California and Calcutta. He says:

"The Peninsular and Oriental Company of London now carry mails and passengers from Bengal and China via the Red Sea, leaving Calcutta on the 8th of every month for Suez. Their large and commodious steamers are always crowded with passengers, and the fare to Suez, at the head of the Red Sea, a voyage of twenty days, amounts to nearly five hundred dollars. There is no opposition whatever on this section of the route. The same company have a line between Calcutta and Hong Kong, in China. From Hong Kong, across the Pacific, toward our own shores, over a placid and resistless ocean, there is as yet no means of traveling, save by sailing vessels forced to leave the calm latitudes in search of favorable winds.

"When the ship canal shall have been constructed through the Isthmus, uniting the two great oceans, the wealth of the East must pass along our shores; but long before this desirable undertaking can be accomplished, much of vast importance might be done, if, in the absence of private enterprise, unemployed government steamers were commissioned to carry mails and passengers from Hong Kong, in China, to Panama, or some port within the territory of the United States from which passengers could securely and comfortably be conveyed through the United States to Europe. This would be the opening of that great road for the world's commerce and traffic, and I venture to declare that hundreds from India would avail themselves of the opportunity, when once the route had been successfully explored.

BUSINESS OF NEW YORK.—From an article in *Putnam's Magazine* for April, we gather the following, viz:

During last year there was imported into the port of New York, foreign merchandise to the amount of $118,775,763; and of this amount $62,618,421 came under the head of dry goods. There were recently stored in the United States bonded warehouse, at one time, goods to the amount of $3,000,000.

☞The total amount of copper procured from the mines of the United States during the year 1852 was 2,500 tons. There was consumed in the country during this time 6,000 tons. It thus appears that with our enormous resources, we do not produce *half* as much as we consume. This will not always be so. The Lake Superior Copper Regions will soon be made accessible, by the construction of a ship canal at the falls of the *Saut*, and propellers will then be able to pass from all parts of the world directly to and from the mines, without breaking bulk. We shall soon be heavy exporters of copper, as we have the metal in larger masses and in greater abundance than any other nation.—*Ohio State Journal.*

Miscellaneous.

CENTRAL AMERICA.

THE VIEWS OF MR. EVERETT.

The Hon. Edward Everett, late Secretary of State, addressed the Senate on Monday, in relation to the affairs of Central America. The points of his speech, as far as they have reached us, may be summed up briefly as follows:

1. There are five States in Central America, the aggregate population of which is 250,000, only 10,000 being of pure Spanish blood.

2. These States are yet in their infancy, but the soil is rich and the climate beautiful, and a magnificent future is before them.

3. Authority for an inter-oceanic canal is desirable, and both Great Britain and the United States are in favor and willing to cooperate to secure its early completion. But in consequence of the difficulty between Nicaragua and Costa Rica, the matter has not yet been consummated. Nicaragua offers to give an exclusive grant, but this she has not the power to do.

4. The Musquito Kingdom is merely the shadow of a name, nothing more.

5. England has no interest or motive in keeping up the Protectorate, and is willing at once to enter upon an amicable arrangement; and such an arrangement is likely to be effected, should the United States send a proper Minister to Central America, as she is about to do.

6. He does not think that England meant to violate the Treaty, although some difference has arisen as to its meaning. She has given up San Juan, and professes to be willing to get out of the whole matter as soon as possible.

7. He supposes that the time of the negotiation, the settlements at the Balize and Bay islands were not in contemplation.

8. And further, he thinks the Home Government will disavow the act erecting the islands into a colony, and he does not apprehend any disturbance of the relations between this country and Great Britain, in consequence of the condition of affairs in Central America.

These views are at once interesting and important, coming from a source so well informed. They are calculated to soothe the public mind, and to induce the opinion that the little cloud that has so alarmed a portion of the public, and excited Senators Cass, Douglass, and one or two others, will speedily disappear. Much now will depend upon the character of the Minister who is about to be sent to Central America. He should be a man of more than ordinary discretion, ability and sagacity. The fact stated by Mr. Everett, that Central America contains a population of only about 250,000, or about half as many as Philadelphia, and of these only 10,000 of pure Spanish blood, is well calculated to set the imagination at work as to the future. What a wide field for adventure, colonization, and Anglo-American enterprise.—*Phil. Inq.*

COVINGTON AND NEWPORT SUSPENSION BRIDGE.—The work on the suspension bridge, says the Covington Journal, has been commenced. Friday morning, workmen were engaged in preparing stone and timber for the towers.

SCENERY OF SOUTH CAROLINA.

Professor Tuomey thus speaks of one of the curiosities of the South—Cæsar's Head and Table Rock :

The base of the Saluda Mountains must be circled, to the south prong of Saluda, where, at an old mill, close to the mountain side, they will be repaid for the journey across, by the sight of a waterfall of great beauty, brought out against the dark shadows of the hemlocks that overhang the banks. The journey, between this and Cæsar's Head, is not wanting in interest and beautiful views. From the top of the Head, every one knows how magnificent is the scene, but it is at sunset when Table Rock stands out against its glorious background of mountains, that it is most impressive.

The distance to Table Rock is but a few hours' ride. On the way, our travelers may amuse themselves with reflections on the stupendous force that severed at this point the mountain, leaving Cæsar's Head and Table Rock, fit monuments to attest the event.

From the rock to Mr. Barton's hospitable abode, is but a short distance, and from this point the wild scenery of the Estatoe Mountains must be visited. After this, they will receive a hearty welcome from the Kenney's, who will conduct them to the celebrated Jocassa Valley. They will see here, on the tops of the mountains forming vast walls, an extension of the stratum seen at Table Rock. The Whitewater meeting with this in its course, and tired of the slow process of cutting a channel through it, fairly clears it at a bound, forming one of the finest waterfalls of the South. Tomassie, and the quiet scenery of Pickens may close the ramble, as they turn their faces homeward, their minds, I trust, filled with pleasant remembrances of this most beautiful region.

NEW APPLICATION OF THE ELECTRIC LIGHT.

Public curiosity, which has been much stimulated by repeated and partially successful experiments with the electric light, is likely to be soon fully satisfied by seeing that singularly beautiful and powerful application of voltaic electricity brought into permanent and profitable operation. It will be recollected, that up to the present time, two serious obstacles have always opposed themselves to the use of this light as a means of illumination; one being the difficulty of obtaining a steady and permanent light, the other the great cost of the materials employed in its generation. These two difficulties have been at length grappled with by a young but already distinguished man of science, (Dr. Watson,) who, by a series of patient and highly philosophic experiments, has attained certain results, which he has sanguine hopes will ultimately lead to the successful commercial application of the light to various purposes. The uncertainty and flickering of the light being caused by the gradual wearing away of the points of the electrodes, and the consequent widening of the space through which the fluid must pass, Dr. Watson has attempted to obviate the difficulty, first, by the employment of a new and patented material in the electrodes, which makes them less liable to wear in their incandescent state; and, secondly, by the action of a magnet placed in the base of the lamp, which, by its attractive powers, restores any deviation which may have taken place in the relative positions of the electricity under the influence of the light. By this invention, the lamp is rendered self-regulating or automatic, and the first great difficulty, the inconstancy of the light, is, to a considerable extent, remedied. The light having thus been got into working order, the next point to be considered was the great commercial question of cost, as until the invention could practically be made to pay, there was little hope of its being brought into general application. Without entering into any detailed technical explanation, it will be sufficient to state that this end is attained by the substitution of cheaper metallic plates in the construction of the batteries, and the employment of such chemicals in the generation of the electric fluid, as shall, having first performed their illuminating duties, undergo such changes in their own forms as to become articles of considerable commercial value and ready sale. For the plates, the inventor has substituted cast-iron and platinized lead for the more expensive metals—silver, copper, and platina; and an idea of the saving here effected may be formed from the fact, that whereas a single plate of platina costs £3, one of platinized lead or cast-iron can be made for 1s. For exciting agents or electrolytes, as they are called, the patentee employs in one battery prussiate of potash, which, by the galvanic process, is converted into those valuable articles of commerce, Prussian blue, and ultramarine. In another battery, which is excited by nitro-sulphuric acid, he gets, with the addition of bichromate of potash, the well-known color for carriage builders, chrome yellow, and by another chemical combination, he gets red, the third primary color, having thus, it is almost needless to add, obtained the bases of almost all the pigments used in the useful or decorative arts.—*Scientific American.*

Navy of United States.—According to the Navy Register for current year, the following is the naval force of the U. States :

Eleven ships of the line, carrying eight hundred and sixty guns. Of these, three are in commission as receiving ships, three in ordinary, four on the stocks, and one preparing for sea. The Independence, a razee, carrying fifty-four guns, is also preparing for sea.

Twelve frigates of the first and one of the second class, carrying five hundred and sixty-four guns. Of these, five are in commission, four in ordinary, two on the stocks, and two preparing for sea.

Twenty-one sloops of war, carrying four hundred and two guns. Of these, fifteen are in commission, one in ordinary, and one preparing for sea.

Four brigs, carrying forty guns. Of these, three are in commission and one preparing for sea. Also, four schooners, carrying seven guns, two of which are in commission, one in ordinary, and one preparing for sea.

Five steam-frigates, carrying forty guns, all in commission; four steamers of the first class, carrying eighteen guns, two of which are in commission, one repairing, and one preparing for sea; and seven steamers less than first class, carrying five guns, three of which are in commission, two preparing for sea, and two employed as tenders.

Five store-ships, carrying twenty-four guns; three of them are in commission, and one preparing for sea.

This gives a total of seventy-five vessels of all kinds, carrying two thousand and fourteen guns.

Bridging the St. Lawrence.—The magnificent project of spanning the St. Lawrence river by a tubular bridge, similar to that erected over the Menai Straits, by Stephenson, is likely to be one of the triumphs of modern science and mechanics, says the Louisville Courier. The following particulars in relation to the proposed bridge are furnished by a Canadian paper:

The bridge, it is calculated, will cost £1,250,000. Its greatest span, over the deep channel of the river, is to be 360 feet in length; the carriage way will be 100 feet above high water level. As the far-famed Britannia bridge over the Menai Straits, consisting of four spans—two in the center being 460 feet each in length, and those next the shores, 230 feet each—its carriage way being 102 feet above the high water line, only cost £601,865, we take it for granted the much increased estimated cost of the proposed bridge across the St. Lawrence is attributable to the great expense of constructing, over the land and shallow water, the approaches to what may be called the bridge proper. It will be observed that the Britannia bridge, from land to land, is only 1380 feet in length—or little over a quarter of a mile—while the St. Lawrence, opposite Montreal, is no where less than two miles from shore to shore. It must also be borne in mind that from the character of both shores of the St. Lawrence, immense embankments will be required at each end of the bridge, to afford sufficiently gradual approaches for railroad purposes, to the level of the bridge track, 100 feet above that of the water. If our information prove correct respecting this projected bridge, when completed it will not fail to act as an irresistible point of attraction to all intelligent travelers. As an object of interest, it will be inferior only to the mighty Falls of Niagara, in so far as Art must yield to Nature; for it will very far exceed, as a triumph of engineering, enterprise, and skill, any work now existing.

New Building Material. — Among the new resources which the Baltimore and Ohio Railroad has developed in its course to the Ohio river through a region of country hitherto shut in from that river, as well as the seaboard, it gives us pleasure to mention one which has recently come under our notice in the shape of a new building material of great excellence and beauty. We allude to a *freestone*, of a light bluish gray color, which is found in great abundance in the Cheat river region of Virginia, at a distance of 254 miles from this city, by the line of the railroad.—The quarries—a mountain of freestone, in fact—are situated immediately on the route of the railroad, and cars can thus be laden with the greatest facility and economy. The cheerful color, fine grain and solidity of this new material can not fail to make it a decided favorite for building purposes. It far surpasses the famous brown stone of Connecticut in toughness and strength, and in its ability to bear a more elaborate ornamental finish. Of its durability there can be no question, and its qualities have been amply tested in the heavy constructions reared on the line of the railroad by the direction of the Chief Enginerr, B. H. Latrobe, Esq. The experience of that Company has shown that blocks of any size or shape can be procured. *Baltimore American.*

SUGAR MAKING IN IRELAND.

By the last arrival, we learn that the experiments in Beet culture and Sugar making in Ireland, which were commenced in 1850 and '51, are regarded as having proved successful. We fervently hope this may prove true. We clip the following from a London daily :

The experiment of manufacturing sugar from beet-root in Ireland, is alleged by its promoters to have removed all doubt of ultimate success. A sale of 142 bags has taken place in Dublin during the past week, and the general position of the affair is stated at present to be as follows : The works are being carried on by a Company called the Irish Beet Sugar Company, with a royal charter, and a subscribed capital of £120,000, in £20 shares, with power of increase to £500,000. Their establishments at present are limited to the localities of Mountmellick and Donoughmore, in the Queen's County, and these are adapted to the consumption of 50 tuns of roots per day. The total of sugar manufactured and sold thus far, has been about 80 tuns, while the prices realized have been between £31 and £32, exclusive of duty, leaving, as it is stated, a large profit. At Mountmellick, the number of persons employed is 230, of all ages, and the Company announce that they intend to erect two new factories next year, one in the north and the other in the south-east, which will require the produce of 1,000 acres—namely, 20,000 tuns of roots each. At the same time they calculate upon an increase of profit from the sale of the pulp and residue of the juice, as soon as the farmers can be induced to employ them as food for cattle and as manure. Of course, in these statements, the treacherous character of all estimates of production in small quantities, when the capital sunk at starting, has been in any degree considerable, must be borne in mind, but the question is one of so much interest, both in its relation to the welfare of Ireland and the course of general commerce, as to render it desirable that the views of the parties engaged in it should be known, and should undergo examination and discussion. The following account of the sale is from the Dublin trade Report of *The Freeman's Journal* of Monday :

"The Irish Beet Sugar Company's third sale was held on Thursday. The quantity offered was larger than heretofore, amounting to 142 bags of 3 to 4 cwt, and the whole, except a portion of the two finest lots, found purchasers at fair prices, although not equal to those realized at the first sales. The quality and flavor showed a decided improvement on the first lot, and it may now be regarded as a staple product. The following are the prices realized : Low brown, 38s ; good yellow, 40s 6d ; white, 42s a 43s ; finest white, 44s."

Remains of the Mastodon in Greece.—A letter from M. Zygomalas, from Samia, in Greece, dated August 11th, 1852, states that in the mountain of Antinitra, immense numbers of the bones of the mastodon have been discovered. Monsieur Z. also saw in the stones composing the fortress of Dubon Phourka, the bones of unknown animals, and also fossil plants. The quantity of bones of the mastodon exceed any thing hitherto known on the face of the globe, according to this account.

VANCOUVER'S ISLAND.

A return made by the Hudson's Bay Company, to the British House of Commons, communicates some interesting particulars respecting Vancouver's Island. One thousand four hundred and seventy-eight acres of land have been sold to eleven persons ; the fur trade of the Company were in possession of 3,084 acres, part of which they have sold to their retired servants. The Puget Sound Company have provided four farms to employ emigrants on their first arrival. The Hudson's Bay and Puget's Sound Companies have, at their own expense, sent out 271 males, 80 women, and 84 children, since 1848. These emigrants were mostly agricultural laborers under engagement. One thousand three hundred and fifteen tons of coal have been collected by the Indians, from the surface seams, and had been exported by the Company. The Company had incurred considerable expense in boring for coal without success, until lately, when promising appearances had been discovered about eighty miles north of Fort Victoria, on the east coast of the Island, nearly opposite the mouth of Fraser's river. Measures have been taken to follow out the search and work the coal if found practicable. The high rates of wages in Oregon and California, had tended to the detriment of the Island. Flour had still to be imported for the use of the settlers.

An Iron Bridge.—The method adopted for bridging the great Pee Dee river, on the Wilmington and Manchester Railroad, is worthy of remark, as showing another purpose to which iron may be extensively applied. The work presented great difficulties, partly on account of the freshets, to which the river is liable, and from other causes ; but it is now in vigorous prosecution. The piers for the bridge are composed of large hollow cylinders of cast iron, nineteen feet in circumference, their bases are sunk many feet into the bed of the river by exhausting the air from within them, by the method known as the Pneumatic Process, for forming foundations. The cylinders are then filled with concrete, thus forming piles of great strength and permanency. The cylinders were cast in New York city, and their aggregate weight is nearly three hundred tons.—*Louisville Times.*

The Fish Business of Green Bay.—There is now from 4,000 to 6,000 barrels of white fish in the different warehouses in this place, and it is estimated that there will be over 60,000 barrels more taken and shipped from the Bay next season, and yet the fish trade on the Bay shore has scarcely begun to be developed. We predict that before many years, this will be the most extensive and profitable business of any in the West. We would recommend to our long-faced friends, to be of good cheer, for the good time is coming ; if the banks don't bring them out straight, the fish and lumber business will.—*Green Bay Advocate.*

Acknowledgements.—We are indebted to various newspapers and periodicals for favorable and complimentary notices of our enterprise. We hope they will accept this general acknowledgment, instead of that special return which we may hereafter find opportunity to make.

Deep Sea Soundings.—An interesting account has just been received by the Royal Society of an expedition for making a survey of the Pacific. Capt. Denham, R. N., of the *Herald*, gives the result of the deepest sea soundings ever made, taken by him in 36 deg. 49 min. south latitude, and 37 deg. 6 min. west longitude. The sounding was obtained on a calm day, on a passage from Rio Janeiro to the Cape of Good Hope. Capt. Denham had received from Commodore McKeever, United States Navy, 15,000 fathoms of line, 10,000 fathoms on one reel and 5,000 on another, and that was the line used. The plummet, which was eleven inches long, weighed nine pounds. When 7,076 fathoms were run of the line, the sea bottom was reached. Capt. Denham and Lieut. Hutcheson, by whom he was assisted, several times drew up the line fifty fathoms and dropped it again, but it stopped at the same mark, and would not run another turn of the reel. The time occupied in taking their sounding was nine hours, twenty-four minutes, and sixty-five seconds; the length of lines 7–7 geographical miles of 60 to a degree. The highest summit of the Himalaya mountains does not exceed 28,000 feet. Thus the sea bottom has depths which greatly surpass the highest elevation upon the earth's surface. Great care was taken to bring up the plummet to show the nature of the bottom, but it broke at 140 fathoms below the water line, carrying away a thermometer which had been attached to it, at the depth of three thousand feet. This sounding is the deepest ever made. The strength of the line was equal to 72 lbs. in air—the 7,700 fathoms weighed when dry 77 lbs., exclusive of plummet. *London Paper.*

Literary Notices.

Journal of the Franklin Institute of the State of Pennsylvania, for the promotion of the Mechanic Arts.

We would call the attention of scientific men and others, to this valuable Journal, combining sound theory with reliable information on subjects of arts, manufactures, &c. Its columns contain the joint labors of a large number of scientific men of the age, making it a periodical worthy of preservation, as a record of the actual history of the arts in successive years.

Each number contains 72 pages, issued monthly, numerously illustrated. Subscription $5 per annum, postage free.

The Gas Meter, and the apparatus used in the manufacture of coal gas illustrated and explained, &c., &c., by Jno. McHenry. *Cincinnati*, J. Ernst.

This pamphlet will be of great use to consumers of gas, as it gives full instructions for ascertaining the quantity used from time to time, as indicated by the meter. Those desirous of becoming acquainted with the manufacture, mode of burning, cost, or any thing else connected with gas, can here be fully satisfied, as it is all fairly stated and profusely illustrated by means of diagrams.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	106	107
Do do	Income, not convertible	7	1855	97½	98½
Do do	Convertible till 1861	7	1871	95	96
Do do	" " 1862	7	1862	96½	97½
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	
Baltimore and Ohio	Transferable. Taxed	6	1867	98	99
Do do	Coupons. Not Taxed	6	1875	94	97
Do do	" "	6	1860	98	
Do do	"	7	1860	95¼	
Do do			1885	92½	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	123	
Do do do	No mortgage, convertible	7	1855	123	
Cleveland and Erie	1st mortgage	7	1861	105	
Do do	2d " not convertible	7	1861	99½	
Little Miami	No mortgage, convertible 1852–4	7	1858–61	117½	
Do	" " till 1855	7	1861	117	
Columbus and Xenia	1st mortgage, convertible	7	1859	115	
Ohio and Pennsylvania	" "	7	1865–6	109	
Do do	Income. No mortgage, convertible	7	1872	104	
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Lawrenceburg and Upper Mississippi	1st " "	7	1866	98	100
Indiana Central	1st " "	7	1866	99	100
Do do	"	10	1857	101	103
Cleveland and Pittsburgh	1st " "	7	1860	102	
Do do	Income "	7	1855	98½	
Ohio Central	1st mortgage, convertible, west section.	7	1861	98	
Do	1st " " east "	7	1864	96¾	
Mansfield and Sandusky	1st "	7	1860	——	
Michigan Central	No mortgage, convertible	8	1860	110	111
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	103	105
Do Southern	1st " " "	7	1860	101	102
Northern Indiana	1st " " "	7	1860	98	99
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	
Do do do	" 3d " not convertible	7	1862	95	
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	106	
Terre Haute and Richmond	1st " "	7	1866	111	
Indianapolis and Bellefontaine	1st " "	7	1860–1	103	
Indianapolis and Lafayette	" "	7	1861	92	
Bellefontaine and Indiana	" "	7	1866	104	
New Albany and Salem	" on 1st section	10	1858–62	107	
Do do	1st " on other sections, convert.	8	1864–75	95	
Panama	1st " convertible	7	1866	140	
Milwaukie and Mississippi	1st " " 1857	8	1862	102½	
Cincinnati, Hamilton and Dayton	1st " " till 1855	7	1861	104	106
Pennsylvania	1st " " " 1860	6	1880	109	
Alabama and Tennessee	1st " " " 1872	7	1872	96	
Covington and Lexington	1st " " " 1862	7	1862	100	
Do do	2d " "	6	1862	91	
Dayton and Western	1st " "	7	1862	93¾	
Jeffersonville	1st " not "	7	1861	89	
Evansville and Illinois	1st " convertible 1857	7	1862	86	
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	98	
Illinois Central	1st " not convertible	7	1875	par.	
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	
Dayton and Michigan	1st " "	7	1867	94	
Marietta and Cincinnati	1st " "	7	1868	95	
Ohio and Indiana	1st " "	7	1867	96	
Steubenville and Indiana	1st " "	7	1865	93	
Parkersburgh	" Guar. City of Baltimore	7	....	103	104

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D.
U. S. Loan, 6s, 1856	107	107½
Do 6s, 1862	115	116
Do 6s, 1867	120	120½
Do 6s, 1868	120	
Do 5s, 1853*	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

* By an official notice from the Secretary of the Treasury, we learn that the five per cent. stock of 1853 will be redeemed on the 1st of July; after which date interest will cease.

State.

Alabama 5s		
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110½	111
Do 7s		
Illinois Canal Bonds, 1860		
Do do 1860, registered		
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	92
Do Interest do	62	65
Indiana 5s	99	100
Do 2½s	55	56½
Do Canal Loan 6s	96	
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	8	10
Kentucky 6s, 30 years, 1871	110¼	110½
Do 6s, 15 years	110	111
Do 6s, large bonds		
Do 5s	93	95
Michigan 6s		
Ohio 6s, 1856	105	105½
Ohio 6s, 1860	109	110
Do 6s, 1870	114	117
Do 6s, 1875	115	117
Do 5s, 1856		
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	97½	98½
Tennessee 6s, new loan		107
Do 5s	95	96
Virginia Coupons, 6s, 1886	110⅜	110½

City Securities.

Philadelphia 6s, 1876–90	107¼	107½
Baltimore 6s, 1870–90	106	108
Boston Bonds, 5s	101	103
Albany 6s, 1867–9	109	110
Cincinnati 6s, 1860	103½	104
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
St. Louis 6s	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	97½	100
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¼	93
New York 7s, 1857	108	
Do 5s, 1858–60	100	101
Do 5s, 1870–5	103	104
Do 5s, 1890	104½	105
Savannah 7s, 1870–6		
Richmond 6s, 1882	93	94

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	
Darke, O., 7s	92	98

STOCK TABLE.—CONTINUED

Banks.

OHIO.

Ohio Life Insurance and Trust Co	104½	106
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	120
Southern, and Branches	103	106
Bank of Louisville	114	115
Kentucky Trust Co	100	103

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	97	100
Pladters'	95	100

Railroads.

	shares.	off'd.	ask'd.
Cleveland, Columbus and Cin		127	128
Little Miami	$50	118	120
Mad River and Lake Erie	50	88	90
Columbus and Xenia	50	112	115
Bellefontaine and Indiana		99	101
Indianapolis and Bellefontaine	25	98	100
Indianapolis and Lafayette		70	80
Cleveland and Erie			
Cleveland and Pittsburgh	50	98	105
Ohio and Pennsylvania			
Cin. Wilmington and Zanesville		56	
Cincinnati Hamilton and Dayton	100	104	105
Dayton and Western	50	70	75
Dayton and Miami			
Eaton and Hamilton	25	70	75
Ohio and Mississippi	50	85	90
New Albany and Salem	50	50	60
Jeffersonville and Indianapolis		70	80
Madison and Indianapolis		101½	103
Lawrenceburg and Upper Mississippi	50	77	80
Indiana Central	50	85	90
Do do 10 per cent	50	87	90
Peru and Indianapolis	25	65	70
Terre Haute and Richmond		105	108
Covington and Lexington	50	70	72
Illinois Central		130	
Michigan Central		106	107
Michigan Southern		120	122
Ohio Central		95	100
Sandusky and Mansfield			
Northern Indiana		121	123
Pennsylvania	50	100	101
Baltimore and Ohio	100	83	85
Panama		122	125
New York and Erie		85	86
Nashville and Chattanooga			
Louisville and Frankfort			
Lexington and Frankfort			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Hillsboro' and Cincinnati	50	75	79
Marietta and Cincinnati			
Toledo, Norwalk and Cleveland		100	105
Parkersburgh			
Maysville and Lexington		60	
Macon, Georgia		106	108

N. B. It will be observed that the SHARES of the different roads vary in price, some being $25, some $50, and some $100, each. The quotations, therefore, are not PER SHARE, but upon the HUNDRED DOLLARS; thus the excess over 100 is above par, and the amount less, so much below par.

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	⅛prem.	¼prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	½prem.	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	½dis	¾prem.
Do	90 days	int. & 1¼ off.	——
Do	60 days	int. & 1 off.	——
Do	30 days	interest off	
American Gold		½ per cent. prem.,	
Silver		4@4½ per cent. prem.	

Thompson's Reporter says of Land Warrants:

Land Warrants have risen so rapidly, and have now reached so high a price, that we hardly think there is much probability of a further advance.

	Off'd.	Ask'd.
160 acre warrants	$162	$166
80 acre warrants	84	86
40 acre warrants	43½	44½

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, March 26, 1853.

8	Shares	Cincinnati and Xenia Turnpike Stock,	5 00
3	"	Ohio, Indiana and Illinois Telegraph stock.....passed.	
4	"	$50 each, bonds of the Whitewater Valley Canal Co., dated June 4, 1847, not sold, offered.....	90 00
30	"	Eagle Insurance Co., stock, shares $100.....passed.	
19	"	Scioto and Hocking Valley Railroad Co., not sold, offered.....	45 00
90	"	Lawrenceburgh and Upper Mississippi Railroad stock, not sold, off'd,	70 00
161	"	Peru and Indianapolis, not sold, off'd	65 25
3	"	Hamilton and Dayton R. R. Stock, not sold, offered.....	104 25
50	"	Little Miami Railroad Co. Stock.....	118 25
100	"	Cincinnati and Hillsboro' R. R. stock, passed.	
100	"	Hamilton and Eaton R. R. stock.....passed.	
20	"	Peru and Ft. Wayne R. R. stock ....passed.	

Wednesday, March 29, 1853.

26	Shares	Cincinnati and Hillsboro' R. R. Stock, with 2⅔ months interest at same rate, not sold, offered.....	$76 50
20	"	Do do (old stock).....passed.	
5	"	Covington and Lexington R. R. stock, $20 back interest, not sold, offered,	74 50
5	"	Do do $20 int., sold.....	72 50
75	"	Do do no int.....passed.	
100	"	Cleveland and Pittsburgh Railroad stock.....	100 00
40	"	Lawrenceburgh and Upper Mississippi R. R. stock, int. from Jan. 1, 1853, to purchaser.....	80 00
50	"	Hamilton and Eaton Railroad, not sold offered.....	70 75
5	Bonds,	$1000 each, Cincinnati, Hamilton and Dayton R. R. Co., second mortgage, int. at same rate, not sold, offered	93 00
9	Shares	Lafayette Bank stock, by order of Cin. Fire Association, shares $100, (half of principal had been returned,) per share.....	61 00
2	"	Kentucky Trust Co. Bank stock.....	100 00
5	"	Do do offered.....	99 00
$102		Whitewater Canal Bank Bills, lot.....	105 00
$269	86	Do do Indebtedness, per $100 ..	20 00
1	Bond for	$524 84, Cin. and Whitewater Canal Co., per $100.....	15 00
$663		State Bank Illinois, per $100.....	73 50

MONEY MARKET.

The market has been gradually improving throughout the past week at the East, and though no remarkable advance in prices is noticeable, yet there is more firmness, and the tendency is rather upward than otherwise, and confidence is taking the place of doubt.

Sterling Exchange is still low, selling at 109. Money is plenty and can be had *on call* at 7 per cent.; on prime paper at 8 to 10 per cent.; on second rate from 10 to 12 per cent.

The Coupons of the State of Tennessee, payable in New York on 23d, were not met; in consequence, it is said, of a change in the Bank account. The Cashier of the Merchants' Bank, (Agent of the Tennessee Bank,) telegraphed to that institution for authority to pay the Coupons; the Railroad Company, for which they were issued, has failed to make provision for their payment. The Treasurer of the State will rectify this as soon as informed of the fact. In the meantime, Messrs. Duncan, Sherman & Co. have paid the Coupons as far as they have been presented. Though the credit of Tennessee is good, yet this failure to meet the Coupens, causes some anxiety.

In our own city, every thing indicates an easier state of monetary affairs, though the stringency has not fully relaxed. Since our last, the fluctuations of stocks have been considerable, as will be seen by our quotations. Eastern Exchange advanced in the latter part of last week, but has again receded to our former quotations.

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ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton — thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

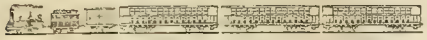
FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
Superintendent.

PENNSYLVANIA RAILROAD.

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A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
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Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R., $16 30
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Massillon " " 10 00
Pittsburgh " " 9 50
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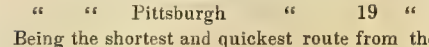
Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, Jr., & CO., Cincinnati.
February, 1853.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of ability for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
Mr24tf Chief Engineer.

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Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

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1853.



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In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

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☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

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Steamer *Wisconsin* .... Capt. T. T. Wright.
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FORWARDING MERCHANTS,
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Yacht..... 500 " ..... Capt. John Lawless.



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"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

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Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

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Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—200 kegs Shoenberger's and Wheeling Nails.

For sale by TYLER DAVIDSON & CO.,
†Mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

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THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

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Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
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Wheels & Axles, Jaws, Boxes, and Castings Fitted

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Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

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From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

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Of any required width to 124 inches.

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Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.
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Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
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Late Davenport, Bridges & Co., Fitchburg, Mass.
6*Mr17

Lightner's Patent Axle Boxes,

FOR RAILROAD CARS.

THE attention of those engaged in building and using Railroad Cars is called to this

PATENT AXLE BOX,

As possessing numerous advantages over all others. Among which we enumerate the following:

First. The original cost is much less.
Secondly. It saves seventy-five per cent. in oil.
Thirdly. No dust can gain access to the journal.
Fourthly. It prevents all possibility of "*heating*" the journals.
Fifthly. Its construction is simple,—not liable to become loose by service, and allows a free inspection of the journals and boxes.
Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars.
Seventhly. The trucks and wheels are free from oil and dirt usually seen on railroad cars.

The following Testimonials from a few of the Roads using these Axles are offered, viz.:

This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

The bearings may be removed from the journals of an eight wheel car, examined, and returned to their places, by one man, occupying but twenty minutes, which would require two men half a day with the common boxes in use in New England.

For economy and convenience, Mr. Lightner's patent axle boxes excel any thing which has hitherto been applied to Railway Cars.

Signed, PAGE LOVEJOY,
Supt. Car Building and Repairs
Old Colony R. R. Co

Office of the Fitchburg & Worcester R. R.
Fitchburg, June 2, 1851.

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PIERMONT, 25th October, 1852.

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AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 6. CINCINNATI, THURSDAY, APRIL 7, 1853. Vol. 1.

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NOTICE TO RAILROAD COMPANIES.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

EXPORTS OF AGRICULTURAL PRODUCTIONS FROM OHIO IN 1852.

We have taken pains, in the following article, to do what we believe has never before been done; to ascertain the exports of agricultural productions from Ohio for one year. We do this partly for the intrinsic value of such information; but partly also for its intimate connection with railroad traffic. By far the largest part of railway profits must be made up of the domestic produce of the country. Whether, therefore, the produce be in amount great or small, is a material question to railway interests. Ohio has the largest amount of railroads constructing; but on the other hand, she has the largest amount of *surplus* produce to carry off. No other State in the Union compares with her in this respect. The following tables will amply illustrate this fact. Take the following general fact in advance. In the year 1851, the wheat crop, (which was carried off in 1852,) was, in round numbers, *thirty-five millions of bushels.* This was about one-fourth the entire amount raised in the Union. The State contains two millions of people, and the consumption of breadstuffs was, therefore, *twelve millions of bushels;* and the surplus *twenty-three millions.* Now, we find, by the actual exports, that the following was the result of the year's operations:

Wheat crop of 1851	35,000,000
Actual exports to 1st Oct., 1852	19,600,000
Actual consumption	12,000,000
Remaining on hand	3,400,000

About 10 per cent of the wheat crop of 1851 remained over to the next year. At Toledo there is a considerable amount of wheat and flour, arrived from Michigan and Indiana by the public improvements centering there. If we allow 1,600,000 bushels for this, then the actual export of Ohio wheat, of the crop of 1851, was *eighteen millions of bushels.* Now, it appears by the Treasury report on commerce, that the *entire exports of wheat and flour from the United States to foreign ports was much less than the exports of those articles from the State of Ohio!* In other words, Ohio alone supplies all the breadstuffs exported from the United States, and a portion of that consumed north and south besides. Nor is this all. Ohio exports more agricultural products, and manufactures from agricultural products, *than is exported from the whole United States, with the exception only of of cotton and tobacco!*

It comes to this, then, that though other Western States send much produce to the Atlantic, yet if the exports of Ohio were taken out, or destroyed, there would not be *one bushel of breadstuffs or pound of meats to send abroad.* This, then, settles one point, that Ohio stands alone in regard to the Union, as the great producer of surpluses for foreign markets. The details of this general fact will be found in the tables below. In addition to the reports of the Board of Public Works, we are indebted to the *Sandusky Register*, the *Cincinnati Price Current*, the collectors of Harmar and Portsmouth, the *Toledo Blade*, and private authorities. The general result will be found nearer the exact truth than is usually found in such tables.

CINCINNATI.

Flour, bbls	408,211
Corn, sks	51,231
Cheese, boxes	150,689
Potatoes, bbls	23,844
Seeds, bushels	33,321
Oats, sks	2,718
Tobacco, hhds	15,200
Butter, lbs	1,639,000
Beef, bbls	33,026
Tallow, lbs	200,000
Pork, bbls	139,458
Pork, lbs	3,912,943
Lard, kegs	355,145
Lard Oil, bbls	241,830
Whiskey, bbls	276,124
Wool, lbs	683,783

SANDUSKY.

Flour, bbls	310,483
Corn, bush	266,569
Wheat, bush	2,435,412
Oats, bush	31,043
Clover Seed, bush	18,191
Timothy Seed, bush	16,209
Flax Seed, bush	15,320
Butter, lbs	500,000
Beef, bbls	330
Hogs, number	90,477
Pork, bbls	10,569
Lard Oil, bbls	3,290
Lard, kegs	12,022
Tobacco, hhds	3,200
Whiskey, bbls	12,240
Wool, lbs	2,023,785

HURON, VERMILLION, FREMONT, AND CLINTON.

Flour, bbls	9,301
Wheat, bush	591,155
Corn, bush	185,001
Oats, bush	69,982
Beef, bbls	856
Pork, bbls	904
Lard, kegs	625
Whiskey, bbls	95

TOLEDO.

Flour, bbls	415,817
Wheat, bush	2,812,216
Corn, bush	4,107,839
Flax Seed, bbls	6,077
Pork, bbls	51,177
Lard kegs	134,155
Cattle, number	2,791
Beef, bbls	28,198
Tallow, bbls	2,807
Tobacco, hhds	3,458
Whiskey, bbls	53,704
Hogs	41,295
Wool, lbs	748,600

CLEVELAND.

Flour, bbls	760,000
Wheat, bush	3,500,000
Corn, bush	967,320
Seeds, bush	3,000
Tobacco, hhds	100
Pork, bbls	19,655
Lard, kegs	24,132
Bacon, lbs	1,500,000
Beef, bbls	20,000
Cattle, number	5,000
Hogs, number	50,000
Butter, lbs	1,500,000
Cheese, lbs	1,000,000
Whiskey, bbls	50,000
Wool, lbs	2,200,000

PORTSMOUTH.

Flour, bbls	44,620
Wheat, bush	46,338
Corn, bushels	360,446
Oats, bush	45
Pork, bbls	11,819
Lard, kegs	48,514
Whiskey, bbls	8,612
Clover Seed, bushels	2,806
Flax seed	330
Bacon, in bulk, lbs	6,006,600
Tallow, lbs	28,301
Candles, lbs	15,674
Cheese, lbs	69,355
Wool, lbs	38,428

HARMAR.

Flour, bbls	72,175
Wheat, bush	7,115
Whiskey, bbls	815
Corn, bush	45,952
Oats, bush	25,351
Pork, bbls	289
Lard, lbs	155,216
Tallow, lbs	290,150
Beef, bbls	19
Wool, lbs	210,312
Bacon, in bulk, lbs	812,120

GALLIPOLIS.

Flour, bbls	10,000
Beans, bbls	5,000

POMEROY.

Flour, bbls	5,000

EASTERN COUNTIES.

Tobacco, hhds	5,000
Flour, bbls	20,000

BEEF CATTLE DRIVEN.

Pickaway Co	7,000 head.
Ross Co	7,000 "
Crawford, Marion, Pike, Huron, and other counties	46,000 "
Total	60,000 "

The above comprizes very nearly the total *export* of agricultural products from Ohio, but is exclusive of manufactures and of mineral productions, which are also in large amounts. It will be observed that we have reduced variable measures and quantities of the same article to a common standard, for convenience sake.

GRAND AGGREGATE.

Flour, bbls	2,055,607
Wheat, bush	9,392,236
Corn, bush	6,193,127
Beef, bbls	82,429
Cattle, number	67,791
Pork, bbls	233,871
Lard, kegs	575,493
Hogs, number	181,772
Lard Oil, bbls	28,126
Tallow, lbs	521,258
Tobacco, hhds	26,958
Seeds, bush	86,411
Butter, lbs	3,254,320
Cheese, lbs	3,569,355
Whiskey, bbls	401,660
Wool, lbs	5,914,908
Beans, bbls	5,000

The above table does not include oats, potatoes, and other small articles; nor does it include articles *manufactured* from the products of agriculture or the forest; such as soap, candles, potash, buckets, furniture, &c. These in the aggregate make several millions in value. Reducing the above to *values*, estimated at a medium price between the producer and the buyer, the result is:

Flour and Wheat	$15,738,216
Corn	3,100,000
Beef and Cattle	2,394,750
Pork, Lard, Lard Oil, and Hogs	7,994,290
Whiskey	2,850,000
Wool	2,100,000
Tobacco	1,617,480
Butter, Cheese, and Tallow	750,000
Seeds	172,000
Miscellaneous	500,000
Manufactured articles from products of agriculture	3,000,000
Aggregate value	$40,216,736

The correction of errors, if any, in the above table, would, we believe, increase the amount. This export is a *surplus* above the wants of the State, and therefore, in regard to the State, a *clear profit*. If we suppose the landed property of Ohio to be worth *five hundred millions*, (near, we think, the truth,) the *net profit* made upon it, in 1852, was *eight per cent.*

In addition to this, the farmer receives the support of his family, rents, &c., so that, in fact, the actual returns of money invested in good farming land, in Ohio, is considerably more than eight per cent.

Another fact, which will probably surprise most persons, is that the exports of agricultural produce from Ohio exceeds that from the entire Union, except that of cotton and tobacco.

The following is the statement of agricultural exports from the United States, for the year ending June 30, 1852:

Products of Animals	$7,399,655
Vegetable food	16,877,844
Manufactures of Soap, Candles, Leather, Boots, Shoes, and Furniture	1,734,821
Total	$26,012,320

The exports (as above) from Ohio exceed those of the whole Union to foreign countries (of these articles) full 50 per cent!

The *forty millions* of dollars received in 1852, by Ohio for her products, is almost entirely added to her capital, and will represent the year's increase in the actual value of property. Such a State, while such a state of things continues, is in the highest condition of commercial prosperity.

Railroads.

INDIANA SOUTH-WESTERN RAILWAY.

The stockholders of this road held a preliminary meeting at Spencer, Owen county, on the 10th of March last, at which stock to the amount of $100,350 was reported as subscribed. The necessary articles of association were prepared, and seven directors elected; after which the meeting adjourned until the 12th day of April, inst., when officers will be chosen, and the necessary steps taken for the final and complete organization of the Company.

This road is to connect Indianapolis with Vincennes direct, by way of Monrovia, Spencer, and Point Commerce. It will at the same time open a south-west connection for Indianapolis by way of Evansville and the Nashville and Henderson Road, or via Vincennes, Paducah, and the Ohio and Mobile Road and its connections, to Memphis, Vicksburgh, and New Orleans; thus affording a *certain* outlet for the productions of the valleys of the White and Eel rivers, heretofore dependent upon the uncertainties of White river navigation for getting to market.

The connections of this road for through travel are numerous also, and at its western terminus very valuable. It also intersects the New Albany and Salem Road, which will doubtless add much to the travel upon the southern extremity of the line.

We do not see, however, that this line can be of any great benefit to Indianapolis, further than opening a south-western passage rather more direct than any heretofore established. But we can see how immensely it will benefit and enrich the farmers along the line, by increasing the value of land, enhancing the price of produce *at home*, and enabling them to receive in return, more directly and cheaply, all articles for consumption in their families, and use upon their farms.

Much of the country through which the South-Western Railway will pass is known to us; for the most part it is highly productive, and just such a country as needs only the facilities of railroad communication to develop its yet hidden resources. When this road shall be completed, flatboat loads of corn and pork will no longer be delayed weeks or months awaiting a rise in the river to float them to market; the *iron road*, with its interminable length of cars and tireless horse, will be ever ready to take them at much lower rates and incomparably less time and risks.

"GUAGE" OF RAILROADS.

The diversity of "*guage*" adopted upon the roads throughout the United States would seem to indicate that this important point in railroad economy had not been sufficiently studied or understood by engineers and railroad officers.

This lack of uniformity is much to be regretted, especially upon "*through lines*," or intersecting lines, as it renders compulsory a change of cars, and entails, in addition to the delay in transportation, the additional expense of handling the freight, thus increasing the cost of carriage. No where do we see the difficulty arising from this break in the guage more apparent than upon the road from the Ohio State line through Pennsylvania to Dunkirk; where, in that short distance, we have the 4 feet 8½ inches, the 4 feet 10 inches, and the 6 feet guage.

The question now appears to be, what ought to be the guage of railways to combine utility and safety in the greatest degree? Is the 4 feet 8½ inches, the guage of Pennsylvania, Indiana, and the Eastern roads, the 4 feet 10 inches, the Ohio guage, 5 feet 6 inches, the Missouri guage, or the 6 feet guage the best?

Not feeling competent to give a *practical* opinion upon the matter, we condense the following from an elaborate and lengthy article from the pen of E. H. Brodhead, Esq., engineer upon the Milwaukie and Mississippi Railroad, Wisconsin. We would also be pleased to have the matter discussed by other parties, as the object of the RECORD is to disseminate information upon all subjects connected with RAILROAD ECONOMY.

Mr. Brodhead says:

The *tram roads* of England leading to the coal mines, were constructed 4 feet 8½ inches in width, to adapt them to the common wagons, which happened to have that width of track. When these tram roads were replaced by railroads, or new roads built, their guage was made to conform to the cars that had been used on the *tram roads*.

This is the origin of the 4 feet 8½ inches guage. The American railroads, using at first English locomotives, were of course constructed of the same width.

Now it so happens that this "*guage*," adopted without any reference to what it ought to be, nevertheless proves to be, after twenty years' experience, and a thorough investigation of the subject, as well adapted to its object as could have been.

The first change made in the "guage" was in the construction of the Great Western Railway of England, which was 7 feet, thus giving rise to the "*broad guage*." Since that time a great variety of guages have been in use, viz.: 4 feet 8½ inches, 4 feet 10 inches, (Ohio guage,) 5 feet, (guage of Augusta and Charleston Railroad,) 5 feet 6 inches, (guage of Canada roads,) and 6 feet, (guage of the Erie road.)

Soon after the construction of the Great Western Railroad in England, the question of the proper guage for railroads became one of public interest. In 1845, the Royal Commission was appointed by Parliament to investigate the subject. In 1849, the Commission made an able and elaborate report, a summing up of which is thus given by Prof. Gillespie, in his work on roads and railroads:

"1st. As regards the safety, accommodation, and convenience of the passengers no decided preference is due to either guage; but on the broad guage the motion is generally more easy at high velocities.

2d. In respect of speed, we consider the advantages are with the broad guage; but we think the public safety would be endangered in employing the great capabilities of the broad guage much beyond their present use, except on roads more consolidated, and more perfectly formed than the existing lines.

3d. In the commercial case of the transport of goods, we believe the narrow guage to possess the greater convenience, and to be more suited to the general traffic of the country.

5th. The broad guage involves the greater outlay; and we have not been able to discover, either in the maintenance of the way, in the cost of the locomotive power, or in the other annual expenses, any adequate reduction to compensate for the additional first cost."

They recommend that the guage of four feet eight inches and a half be declared by the legislature to be the guage to be used in all public railways now under construction, or hereafter to be constructed in Great Britain.

They add that, "great commercial convenience would be obtained by reducing the guage of the present broad guage lines to the narrow guage, and think it desirable that some equitable means should be found of producing such entire uniformity of guage, or of adopting such other course as would admit of the narrow guage carriages passing without interruption or danger, along the broad guage lines."

The Professor adds, "that the evils of the break of guage are so great in the present preponderance of the narrow guage roads (4 feet 8½ inches,) as to overbalance the disadvantage of the narrow guage road; which should be adopted by all future railroads which are to connect with other roads."

The Erie road was the first to alter the guage in this country, and after the completion of some 50 miles of that road, at the suggestion of the then chief engineer, Major Brown, now chief engineer in Russia, the subject of reducing the guage to 4 feet 8½ inches was discussed and seriously entertained. The additional expense, want of funds, and the inconvenience such a change would involve, induced the continuance of the original guage.

The following opinions have been elicited by Mr. Brodhead from the gentlemen named,

Mr. Minot, the present superintendent of the Erie road, says:

"I have no hesitation in saying that I think that 5½ feet to be the best guage for a railroad, all other things being equal."

A. C. Twining, chief engineer of Illinois portion of the Lake Shore Road, writes as follows:

"If the narrow guage commonly in use, had been originally fixed somewhere between 5 and 5½ feet, it would, in my opinion, have been the very best; but as between the present narrow guage (4 feet 8½ inches,) and *broad* guage, (6 feet,) I should without doubt give preference to the narrow."

J. H. Brooks, Esq., engineer of Michigan Central Road, says:

"I should regret to see any change of guage in the railroads of your State adopted, other than the common guage of 4 feet 8½ inches. There is no real difficulty in the working of this guage; trains draw easier upon it than upon the wider guage. * * * There are no advantages in the wide guage. * * * I really hope you will keep the common guage."

Col. R. B. Mason, chief engineer of the Illinois Central Road, says:

"I must say that I never could see the advantage of the 6 feet guage over the ordinary guage. * * * If I were to fix a guage without reference to what is now done, I would make it 5 feet or 5½ feet. I would not make it 6 feet. A few inches width from 4 feet 8½ inches, would operate favorably in the construction of the locomotives, and in making the cars more commodious."

John B. Jervis, Esq., who was the chief engineer of the Hudson River Railroad, and afterward chief engineer of the Southern Michigan Railroad, and now the President of the latter Company, says:

"The common guage I regard as best adapted to an economical transaction of railroad business, either passenger or freight.—It is wide enough to carry machinery as heavy as it is profitable to carry on a railroad. I do not regard it very material whether it be 4 feet 8½ inches, or 5 feet, but as 4 feet 8½ inches has been generally adopted, it is best to adhere to it. The engines and cars that may run and transport passengers and freight with all reasonable convenience, may be as heavy on the common guage as profitable to carry on a rail. On the wide guage you must carry more dead weight, and of course less productive load. If I were to undertake a road to make the best investment at the lowest rate of charges, I should not hesitate to adopt the common in preference to what is termed the broad guage. I regard the popular notion in favor of broad guage as a delusion that will be shown by the running expenses of the different guages."

Messrs. Fales and Gray, extensive car-builders in Hartford, Connecticut, state as follows:

"In reply we have to say, that the widest cars built, are those of the New York and Erie Railroad Company; their passenger cars are 10 feet wide; but are built with *inside bearings*, making the bearing of the body on the running gear actually nearer together

than on the New England Railroads which are 4 feet 8½ inches guage, but are made with *outside* bearings. The generality of passenger cars on the narrow guage roads, are 9 feet 2 inches, which is found ample for the convenience of two passengers on one seat.

"We sometimes build them 9 ft. 6 in., and we see no objection or danger in making them 10 feet wide, which would be amply wide to meet any objection that could be raised on the score of comfort and convenience, and if journals to the axles are proportionately increased, say to 3½ inches diameter, we consider, from our limited experience, that the 4 ft. 8½ in. width, outside bearings, would be as safe as any other. The 6 ft. guage we deem too wide for outside bearings on passenger cars from the greater width of the trucks, making the timber more liable to give way. The difference in cost of a passenger car for 4 ft. 8½ in. gauge, outside bearing, and for the 6 ft. guage with inside bearing, is about $200 each."

Zerah Colburn, Esq., well known as a mathematician, who has given much attention to this subject, writes:

"The freight cars employed on the New York and Erie Railroad, have an average weight of 14,500 lbs., about 2,500 lbs. more than the usual weight of the same class of cars upon the narrow guage roads; 25 of the Erie cars, with the usual loading of freight, is an extreme load for engines of 32½ tons weight. I have often seen as heavy a load drawn over as difficult grades by engines of 21 tons weight, running upon a narrow road.

"The heaviest of narrow gauge engines have about 8,000 lbs. pressing at each driving wheel upon one point of the rail. There are engines upon the Erie Road where this weight is 11,500 lbs., really quite a difference, and likely to exert a corresponding tendency upon the expense of repairs. The *majority* of narrow guage engines have 6,500 lbs. on each driving wheel, this increased weight, acting upon a rail of usual weight, seems to me to be likely to enhance the expenses of repairs very much."

Mr. Brodhead goes on to say: The opinions which I have now presented of the most eminent engineers in England and in this country, should settle the question in the minds of every person, that the changing of the common guage of 4 ft. 8½ in. is attended with great embarrassments, with additional expense, not only in the first cost of the road, (which can not be less than 5 per cent., or say $1,000 per mile where the roads cost $20,000 per mile,) but also in the equipment.

All the cars and the engines must necessarily be heavier, which excess of weight adds to the expense of transportation, and to the maintaining of the track, for which there is no equivalent, except that passengers may have a little more room in the broad guage cars. No greater number of passengers is transported in them, and no greater weights taken in freight cars than upon the narrow guage. Engine builders, it is true, say they would like a little more width between the rails for convenience of constructing the engine.

But already have our railroad managers become convinced, that the engines and cars used upon the narrow guage are too heavy for the weight of iron rails in use, and for the solidity of the superstructure generally.

The advocates of the broad guage lose sight of a very essential feature of their plan, to-wit: that while they increase the capacity and weight of their cars and engines, they do not pretend to increase the *strength of their superstructure* in a corresponding ratio; hence they get an additional weight in the cars and engines, which hastens the destruction of the iron rails and produces no beneficial effect.

I passed over portions of the New York and Erie Railroad last season, on foot, for the purpose of examining the effect produced on the rails, and especially on the curved portion, by the passage of the trains. I knew, theoretically, that the pressure against the outer rail was much increased by an increase of the width between them, and also that it might be lessened by elevating the outside rail, though this would only be true for a *given rate* of speed. Still, I was surprised to find that the flanges of the wheels acted, to a greater extent than I had before seen on the narrow guage, as a plane to shave off the inside of the top of the outside rail in consequence of the increased resistance by reason of the extra width, and found that a shaving of iron was left in the track for nearly the entire length of the curve after the passage of trains.

Now, it requires some considerable power with a sharp edged tool in a planing machine, to cut off a shaving of the same size; how much power then must have been exerted to produce a like result by pressing the smooth surface of the flanges of the wheels against an equally smooth surface of the rail? In this, and in the fact of the great additional weight of engines and cars, without a corresponding increased weight and strength of rail, lies the secret of the breaking of so many axles with their attendant destruction of life and property which the public have heard from the Erie Railroad, and which the Company are fast remedying by introducing much *heavier rails*. Most of the axles which are broken, are, in my opinion, first cracked by the twisting strain which is exerted upon them in passing around the curves, and afterwards fail when they receive the least shock, which may occur, perhaps, on a straight line.

I have now shown that the broad guage is attended with an additional expense in the first construction of the road, and in the annual expense of operating it, that the passenger and freight cars now in use upon it, are not more than 3 or 4 inches wider than those used on the narrow guage, and that the same weight of freight. and the same number of passengers, are carried in the cars upon each.

The different Railroad Companies having the narrow guage, have increased the width of their passenger cars as fast as the bridges and other structures have been removed, and others of greater dimensions put in their places; so that, so far as the comfort of passengers is concerned, it is about as well provided for on the narrow gauge, and will be equally so as soon as the structures will admit of it.

As to the policy of introducing a change in the guage of railroads, simply for the slight advantages which may be claimed for the broad guage, there can be but one side to this question and no opportunity for an argument.

All regard it as fraught with great embarrassments, and with additional expense to the Company and the public generally. A full opportunity is now given to those who may wish to see the *effect* of a change of guage, by passing over the Lake Shore Railroad between Cleveland and Buffalo. There you will see quantities of goods damaged, boxes broken open, hogsheads of molasses and sugar with their heads out, or so injured that the contents are running away, caused by the transhipment.

The Railroad Journal says:

"To whom this arrangement is owing, we are not informed, but the genius of all evil himself could not have framed one more inconvenient or one better adapted to obstruct business or travel. With the exception of the Buffalo and State Line Road, the only guages known in this State are the 4 ft. 8½ in., and the 6 ft. Common sense would seem to dictate that one of them should have been taken by the Lake Shore Road. As it is, there must now be transhipments at Buffalo, Dunkirk, the Pennsylvania State Line, and at Erie, making *four*, when there should have been but two at most."

The simple fact that the Hudson River Railroad was built with a guage of 4 ft. 8½ in. after the question of the guage had been thoroughly investigated in this country and in England, should settle the question, so far, at least, as a new country is concerned, having 4 ft. 8 in. for the ruling guage.

That road was designed for *great speed*, on which its final success depends; and is so situated, not having any roads coming into it, and never can have, that a break of guage would have been as little objectionable as anywhere; and was commenced by Mr. Jervis, after he had returned from Europe, where he had had a full opportunity to look into the subject, and notwithstanding adopted the narrow guage.

Again: The Illinois Central Railroad is in the hands of some of the most intelligent, enterprising and wealthiest capitalists in the country. Men, too, who have had the longest experience in the management of railroads; who have had every opportunity to inform themselves on this subject, and what have they done? why, for their great trunk line,

extending the whole length of the State of Illinois, they adopt 4 feet 8½ inches for the guage.

This road was commenced when there were but one or two short roads in the State, and therefore, if there had been any great advantage in a different guage, does any one suppose that those gentlemen would not have adopted it? These facts are alone sufficient to settle the question."

By these extracts from Mr. Brodhead's article, in which he introduces the opinion of those best qualified to judge of such matters, it would seem that the *broad guage* is fit only for profitable running on *straight lines*, if at all, but that the best and most approved width of the track, is from 5 to 5½ feet under all circumstances.

The time has passed when an uniform guage for the roads already in existence could have been adopted; and the roads now built must necessarily control those connecting with them hereafter.

RAILWAY CAR-FENDER.

As all inventions for the purpose of reducing the risk to human life upon railways are of great importance, we give the following description of a Railway Fender invented by Mr. A. T. Forder, of England:

"The improved fender consists of two bars, one called the 'striker,' and the other the 'receiver.' The former is a plate of metal, into which a number of strong bars of steel, of different lengths, are fastened. The receiver is a similar plate with apertures, over which are placed pieces of spring steel, the centers of which correspond with those of the bars in the striker. The two bars are fixed together, so that the latter may slide toward the receiver, and each bar of the striker be exactly opposite the center of its antagonistic steel plate.

One fender is intended to be fastened to each end of every carriage. As the striking bars are of different lengths, and project from the plate, the center part of the receiving plate being struck, the bars will successively bend and break the opposing steel plate; and, if there are a sufficient number of them, the fender will absorb the whole of the impelling force, and, in case of a collision, stop the train without injury to passengers or carriages, inasmuch as the whole of the blow will have been expended in breaking the plates.

The working model exhibited, consisted of a railway five feet high at one end, and three inches at the other, being thirty feet in length, and forming an inclined plane or fall of one in six. Upon the highest portion of the rails were placed two carriages fitted up with glass windows, and in all respects similar to first and second class railway conveyances. At the end of each was appended a model fender of the above construction, and upon a given signal the train, each carriage of which weighed sixty pounds, ran down the rails against a block placed at the bottom. The result of the collision or blow was, the plates in the fender were nearly all broken, while the carriages remained perfectly uninjured. There was no perceptible recoil, and the train was brought to a dead stand in an instant."

TOLEDO, NORWALK AND CLEVELAND R. R.

This is one of the chief links in the great chain of roads from East to West, along the lake shore, by which an uninterrupted communication between the cities of New York, Boston, Philadelphia, &c., at the East, and Detroit, Chicago, Milwaukie and St. Louis at the West, is maintained. Its length between Toledo, its western terminus, and Grafton, on the Cincinnati, Columbus and Cleveland Road, its eastern terminus, is 87½ miles; from Grafton to Cleveland is 25 miles—total, 112½ miles. It was commenced in August, 1852, and under the energetic direction of its President, Chas. L. Boalt, Esq., was completed in January of the present year; since which time it has been running, under the management of E. B. Phillips, its Superintendent, with all the regularity of an old road.

The estimate of the cost of the road was $17,620 per mile; though the actual cost was but $15,500 per mile, being one of those very rare cases, where the cost turned out to be less than the estimate. The route was very favorable for construction; the maximum grade, and that in but one place, is thirty feet to the mile, the rest being almost a dead level.

Though built with a view chiefly to its through connections, this road enjoys a heavy way business, passing through several prominent towns, the principal of which are Fremont, Bellevue, Monroeville and Norwalk, and opening to market a section of country heretofore destitute of facilities for transportation.

Its connections are numerous also. At Toledo it meets the Erie and Kalamazoo, the Dayton and Michigan, and the Detroit Roads when completed. At Bellevue it crosses the Mad River Road from Cincinnati to Sandusky City. At Monroeville it crosses the Sandusky City and Mansfield Road, and at Grafton intersects the Cincinnati, Columbus and Cleveland Road. These connections again ramify in every direction, and make this Road a thoroughfare for a vast amount of distant travel.

Though completed but a few weeks, and scarcely settled, its earnings have been far beyond the expectations of its most sanguine friends, and are moreover steadily increasing, as the following will show:

Receipts for week ending			Feb'y	5.....	$6,349
do	do	do	"	12.....	6,190
do	do	do	"	19.....	6,804
do	do	do	"	26.....	8,091
do	do	do	Mar.	5.....	8,917
do	do	do	"	12.....	10,000
do	do	do	"	19.....	10,417

The greater portion, say three-fourths of these amounts, is for passengers, the freight transportation being yet limited.

So promising are the prospects, and so certain must be the profits of this road, that capitalists eagerly seek for its shares for investment. By our quotations, it will be seen that they are held at 5 per cent. above par now, with every prospect of an advance as the road increases its business.

Railroad Decision.—An important decision in relation to the liability of railroad companies, says an exchange, has just been made by the Supreme Court of Michigan.—An action was brought by Moore & Pratzman, against the Michigan Central Railroad Company, to recover the value of a quantity of flour shipped on their road, consigned to I. & C. Hitchcock, which the Company agreed to deliver at Detroit. The flour arrived at Detroit in the evening, and was unloaded and deposited in their warehouse, when a fire, supposed to be the work of the railroad conspirators, broke out and consumed the entire building, with its contents, including the flour. On this state of facts the court, at its recent term, held the company to be liable, as common carriers, for the loss.

Pacific Railroad.—The New York Express thus digests Colonel Benton's late letter to the Missourians, on his hobby, a national highway from the Mississippi to the Pacific:

Col. Benton is in favor of making this highway on a grand scale, reserving a track a mile wide for all sorts of roads, rail and McAdamized, and a plain old English road, and two margins one hundred feet wide, for independent and rival telegraph lines. He is opposed to making this highway by any mixture of public and private means, or by giving land to companies; but holds that the United States should build the road and the fixtures, and let out the use of it for terms of seven or ten years to the lowest bidder. The present system of railways from the Mississippi to the Atlantic he regards as an expanded fan, the spokes of which converge at St. Louis, the handle extending thence to San Francisco.

Railroads in Minnesota.—There is much interest felt in Minnesota on the subject of railroads. The St. Pauls *Minnesotian* says that "before the adjournment of the present Legislative Assembly, charters will have been passed incorporating companies to construct a road between St. Pauls and St. Anthony; from the Mississippi to Fond du Lac, on Lake Superior; from St. Pauls or St. Anthony on the Iowa line—part of the Louisiana and Minnesota Railroad; and we hope also to announce the passage of a charter looking to the construction of a road directly across the State of Wisconsin toward Milwaukie and Chicago."

Earnings of Little Miami R. R. Co.—

For week ending March 20, 1852 ...	$12,359 15
Receipts for the week ending March 20, 1853	17,825 60
Increase nearly 58 per cent., or	$4,533 55

THE ADVANCE IN THE PRICE OF IRON.

The sudden and great advance which has recently taken place in the price of railroad iron, is a circumstance of unusual importance to various interests of this country. In less than a year the price of railroad iron in Great Britain — which is the principal seat of its manufacture and its controlling market—has advanced from £5 or about $25, to £10 or $50 per ton. There is every reason to believe that it will continue to rise, and not stop short of £12 or £14 per ton. Six years ago iron went up in much the same way, rising in a very brief period from £5 to £12 per ton. This advance then was produced as it is now, by the projecting and constructing a great number of railroads, with the essential difference that the mania at that period was confined chiefly to England, whereas now it is diffused over many countries, raging most furiously in our own, and embracing a much vaster aggregate of project. The railroads in progress which produced the great advance in iron in 1847, did not exceed 3,000 miles in aggregate length, though a much larger amount was projected and afterward partially abandoned. The investment of capital in these British railroads caused the most disastrous commercial revulsion ever experienced in Great Britain. It ruined many hundreds of her richest merchants, and produced a long continued prostration of every industrial interest, from which it required years of patient labor and economy to recover.

From the best information accessible to the public, it appears to be quite certain that there are now in progress, and actual course of construction, in Europe and America, at least twenty thousand miles of iron railroad, besides a vast amount of projected railroads not yet begun, which we do not take into the account. Of this amount of railroad in progress, 5000 belongs to Europe, and 14,000 at least to this country, exclusive of more than 1,000 miles now constructing in Canada.—We have seen a list made out of the railroads now under way in each State, which amounts in the aggregate to more than 13,000 miles, and which list has understated rather than overstated the truth, for in this State alone it omits 60 miles of railroad in actual construction, and has made similar omissions as to other States. However incredible the aggregate may appear at first sight, it is impossible for the most careful scrutiny to make any deduction from it. Railroads require at least 10,000 tons of iron to one hundred miles of road, for a single track, and of the roads in progress in Europe, at least 4,000 miles will be double track road. It follows from this that the railroads now in the course of construction in Europe and America will require for their completion no less than two millions and four hundred thousand tons of iron. To make this quantity will occupy all the rolling mills in the world, which are engaged in the manufacture of railroad iron, at least six years—those of Great Britain furnishing three-fourths, and the United States, France, and Belgium, the remaining fourth. The best authorities do not estimate the largest quantity of railroad iron made in any one year even as high as 400,000 tons, yet even at this rate it will take six years to furnish iron for the roads already begun.

The necessary consequence of this state of things is, that the price of railroad iron will not only keep up, but further advance, and be maintained at very high prices for a long time. This will make the manufacture of railroad iron the best manufacturing business that can be undertaken in this country for some years, for it is affirmed on the best authority, that the article which is now selling at $70, with every prospect of advancing to at least $80 per ton, pays a fair profit to the maker at $50 per ton.

The advance in iron will nearly double the cost of many of the railways at the West and South, for the cost of grading upon some of them was less per mile than the cost of the iron, even before it advanced. The profit to a few of the companies which have secured their iron at low prices, will be very large. The English railroad companies are now compelled to pay $10 per ton more for their iron at home, than the price at which our railroad companies were enabled to obtain it about a year ago, freight and duties included.—*Hartford Times.*

Railroads in Germany.—A statistical work published in Germany, and complete to the close of 1852, gives the following figures upon the railroads there. The German league is about five miles. There were at the close of the year, and for the most part open to the public:

In Austria	247	leagues.
In Prussia	507	"
In Bavaria	144	"
In Saxony	53	"
In Hanover	101	"
In Wirtemberg	41	"
In Baden	42	"
In the duchies and principalities	112	"

Total, 1,247 leagues, about 6,200 miles.

There are 5,700 miles in running order; the rest are not completed; 4,350 miles are administered by the various governments, the remainder by private companies.

Southern Internal Improvements.—From the Savannah *Republican*, we gather that the people of Savannah have been up and doing in the way of internal improvements, as follows:

They contributed to the Central Road	$3,000,000
Southwestern Railroad	60,000
Augusta and Waynesboro Road	500,000
Milledgeville and Eaton Road	60,000
Opelika Road	100,000
Endorsed Muscogee Railroad Bonds	75,000
For Steamships and Steamboats	450,000
Canal connecting the Savannah and Ogechee river	100,000
Gas Works at a cost of over	100,000
Water Works now erecting to cost at least	250,000
Total	$4,695,000

In addition to this, they have paid towards the State Road in the way of taxes, as much as the whole of South-Western Georgia and the Cherokee country together: and other considerable sums for their shipping interests.

Covington and Lexington Railroad.—The track layers have got through the first tunnel, and are progressing with their work. There are now one engine and 25 cars on the road. Two more engines will be put on in May. Ten engines and 100 cars have been contracted for—all for the five feet guage. Every thing connected with the road is in a satisfactory condition.

Memphis and Little Rock Railroad.—The Little Rock Gazette and Democrat of the 11th inst., brings the following intelligence in reference to this great enterprise:

On Saturday last, the corporators of the Central Railroad, under the 16th section of the charter, organized a special Board of Directors, which continues until the permanent organization of the Company by the Stockholders. The officers are Col. A. Fowler, Chairman; James A. Henry, Treasurer; and John E. Knight, Secretary. Col. Fowler, F. W. Trapnall and G. Brodie, were appointed an Executive Committee to have the care and transaction of all business referred to them, subject to the ratification of the Board. A resolution was adopted requiring measures to be taken to open the subscription books without delay. Under this resolution, books have been opened in this city, and we trust every friend to this great work will come up and lend a hand to its accomplishment. As soon as $100,000 shall be subscribed, the Company can be organized.

☞ The Chicago Journal says that the work upon the division of the Illinois Central Railroad between Bloomington and La Salle, is progressing rapidly under the direction of Col. Mason, and the engineer, Mr. Blackstone—promising a completion between the two points some time before the first of June next, when the only link to an uninterrupted chain of railroad communication between Chicago and St. Louis will be the space uniting Bloomington and Springfield with the iron tie.

The land route will then be from Chicago to La Salle, by the Rock Island Road—thence to Bloomington by the Illinois Central; by stage to Springfield; by the Mississippi and Chicago Road to Alton, and by boat from thence to St. Louis.

The South Carolina Bridge across the Savannah River to Augusta.—We are truly gratified to learn, says the Charleston Courier, that this work is now on the point of completion. The bridge itself, we are informed, is finished with the exception of laying the iron upon the track on the bridge — which is more than three-quarters accomplished—and some other light work. Both depots are already finished, and the track leading from the old road on the Hamburg side to the bridge is completely ironed. The track also on the Augusta side through Washington street from the through depot to the corner of Reynold street, is ready for the iron, which will be laid as soon as the track across the bridge connects with that point—a distance of some six hundred feet— and the iron can be transported over it.

The vote in the city of Maysville, on subscribing one hundred thousand dollars by Mason county, to the Maysville and Big Sandy Railway, on April 4th, stood—yeas, 975; nays, 390.

CONSOLIDATION.

The bill authorizing the several Railroad Companies on the Central line, between Buffalo and Albany, to consolidate, has passed both branches of the Legislature, and has probably, ere this, received the signature of the Governor, and become a law. We regard it as a measure of much importance, not only to the Companies themselves, but to the public generally. Although it in one sense creates a large monopoly, yet it is of that kind which is easily controlled. A Company representing $15,000,000 or $20,000,000 of capital, will not set itself up in opposition to the people, from whom it is to derive its support. It would be no easy matter to control the great State of New York. In smaller States it might be an objection that it would create a monopoly which would defy control. But not so with us. We have one Company which now represents a third more capital, and no fears are felt that it will exercise an undue influence.

We shall look for much improvement in the central line, as soon as consolidation is fully consummated, and for higher speed, greater regularity, and lower fares. The expenses of operating the road will be materially reduced, thus enabling the Company to reduce its charges, and still keep up its dividends to their present point. On the whole, we think the advantages and benefits of this measure largely preponderate in favor of the public.—*Ex.*

THE N. Y. AND ERIE RAILROAD.—By a recent address of the President, Mr. Loder, to the stockholders, we find this road, including all its assets, property, and effects of every name and description, has cost the stockholders, up to March 1st, 1853, $30,577,542.

There are, of main road, of a solid and permanent character, nearly all well fenced, 446 miles; Newburgh branch, 18 miles; sidings or switches, 98 miles; double track, 139 miles—making in all 701 miles of iron rail laid.

The working machinery is 149 locomotives, 131 passenger and baggage cars, 1855 freight and burden cars, with steamboats, storehouses, depots, telegraph line, &c.—*Buffalo Courier.*

OHIO AND MOBILE RAILROAD.—BRANCH TO PADUCAH.—On Wednesday last, the vote of this place was taken on the proposition for the town corporation to take stock to the amount of $200,000 in the branch connection with the Ohio and Mobile Railroad. (The vote had to be retaken on account of an informality in the previous vote.) The vote in favor of taking the stock was *almost unanimous!*

When the vote of the county is taken, on the 7th of May, we anticipate that every vote in Paducah will be recorded for the railroad.—*Paducah Journal.*

CHAMBERSBURG AND ALLEGHENY RAILROAD.—The bill passed by the Legislature of Pennsylvania, incorporating the Company, provides that the road shall extend from Chambersburg, via the borough of Bedford, to any railroad leading to Pittsburgh with which it may connect, with authority to extend the road itself to Pittsburgh, if deemed expedient. The road must be commenced within five years, and completed within ten years from the passage of the act.—*Ex.*

CLINTON LINE ROAD.—The attention of Contractors is called to the advertisement for the letting of the grading, masonry, &c., of this road from Hudson to the Pennsylvania State line, to take place on the 20th of May next. The *Visitor* states that the preliminary surveys have been completed, and all necessary arrangements made for its early construction. The capital stock has all been taken, and much of it already paid, and adds that "the road may now be considered as a fixed fact."

CLEVELAND, COSHOCTON AND ZANESVILLE RAILROAD.—At a meeting of the stockholders of this Company, held at Wooster, on Thursday, Messrs. R. Hilliard and P. Handy, of Cleveland, H. Ainsworth and D. B. Olcott, of Medina county, K. Porter, S. F. Day, C. Spink, J. Jacobs, R. Stibbs, C. Lake and N. McCoy, of Wooster, were elected Directors; and on Tuesday, at a meeting of the Directors, K. Porter was chosen President; S. P. Coulter, Secretary, and E. Quinby, jr., Treasurer. The preparatory surveys are entirely completed to Grafton, and are such as to warrant us in saying there is no more favorable route in the State, and that it will cost less per mile than almost any road that has been built.—*Ex.*

CENTRAL VIRGINIA RAILROAD.—The House of Representatives has rejected the bill appropriating $4,000,000 for the construction of this railroad to the Ohio river, as mentioned in our fourth number. We regret this, inasmuch as the Central Road through Virginia was an important link in the Eastern connection of the Kentucky system of roads. This refusal of assistance will not prevent the final construction of the road, but will delay it materially.

CINCINNATI WESTERN RAILWAY.—We are informed that the construction of the Cincinnati Western Railway, from Cincinnati to New Castle, has been let to A. DeGraff & Company, who have entered into a contract to complete the entire work by the first of October, 1854. That portion of the road which lies between New Castle and Cambridge City is to be finished by the 1st of November next.

ASHTABULA AND NEW LISBON RAILROAD.—The books for subscription of stock to this road, were opened in Ashtabula, according to notice. Over thirty thousand dollars have been already taken. This is a good beginning, which we hope to see well followed up.

RAILROAD SUBSCRIPTION.—Nashville, and the county in which it is situated, voted last week to subscribe $1,000,000 to the Louisville and Nashville Railroad.

W. A. Dudley, Esq., has resigned the Presidency of the Lexington and Franklin Railroad Company.

Commerce.

COMMERCE OF CHICAGO FOR 1852.

Chicago is probably the most flourishing of the north-western lake towns. The first *business* lot for a warehouse in Chicago was sold in 1834, though a military fort and village had long been there. Its growth since has been thus:

In 1840	4,479
1845	12,088
1850	28,269
1852	38,734

This is very rapid growth, and the concentration of railroads at that point will make Chicago the *entrepot* of lake commerce for the largest part of Illinois and Iowa. St. Louis, however, will still retain the trade of southern Illinois, and a portion of that of Iowa. We take from the *Chicago Tribune* some of the commercial statistics of that city.

The following are some of the principal articles *received* at that point:

RECEIPTS.	
Lumber, ft	147,816,232
Shingles, No.	76,080,500
Lath, pcs	19,759,670
SHIPMENTS.	
Wheat, bu	635,196
Corn, bu	2,737,011
Oats, bu	2,030,317
Grass Seed, bu	19,214
Wool, lbs	920,113
Butter, kegs & pkgs	9,062

The following remarks on the beef market of Chicago are of general interest:

"Last season, owing to the failure of the grass crops in most of the Eastern States, and, also, in parts of New York and Pennsylvania, there was an active demand for live cattle for the New York market. A large number of Eastern dealers traversed every county in our State, and bought and shipped off to the East many thousands of cattle that would, under ordinary circumstances, have been slaughtered here. The following is a correct statement of the business of the season, as furnished by the packers named:

	No. cattle.	Av. W't.	Weight.
R. M. Hough & Co	5,600	580	3,248,000
G. S. Hubbard	4,896	534½	2,616,912
Thomas Dyer	3,714	602⅔	2,237,685
Reynolds & Hayward	2,974	500	1,487,000
F. L. Kent	2,413	550	1,327,150
Marsh & Carpenter	2,372	550½	1,305,786
O. H. Tobey	1,794	521	934,674
J. Ellis & Co	600	500	300,000
	24,363		13,457,207

The number slaughtered and packed here the previous year, was 21,806, which shows a gain of 2,557 in favor of 1852.

The shipments of beef from this port, during the last five years will show a fair increase. In making our statement, tierces are reduced to barrels:

1848	19,793
1849	48,436
1850	40,870
1851	53,684
1852	49,856

The falling off in shipments, during th

last year, was owing to the lessened receipts of barrel beef from canal, and the much larger amount than usual kept here, to supply the greatly augmented home demand.

The total value of the beef, tallow, hides and offal, from the cattle slaughtered here last year, was 650,621. The tallow was partly sold to chandlers in the city, and the remainder divided between the Canadian and Eastern markets. The hides were mainly taken by parties in this city."

The concentration of railroads at Chicago is thus expressed by the Tribune:

There are twelve trunk railroads now completed or in process of construction, which make Chicago their terminating point, and nearly every such road has one or more branches or feeders. The trunk roads are—

	Miles.
Michigan Central, to Detroit	280
Michigan Southern, to Toledo	245
Chicago and Fort Wayne	180
Illinois Central, to Cairo	351
Chicago and Mississippi, to Alton	280
Chicago, Aurora and C. M. Tract, to Quincy,	220
Chicago and St. Charles Air Line, to Galena,	160
Chicago and Galena, to Dubuque	200
Illinois and Wisconsin, to Fond du Lac	180
Chicago and Rock Island, to Rock Island	180
Chicago and Cincinnati	280
Lake Shore, to Milwaukie	90
Total No. of miles of trunk Roads	2,646

Of the above, about 700 miles are completed; and a large portion of the residue under contract.

The *navigation* of Chicago is thus stated:

Table showing the number of arrivals of vessels at this port, during each month of the year:

	Strs.	Prop.	Bks.	Brgs.	Schs.
February	1				2
March	17				13
April	44	6		7	104
May	62	25	2	37	177
June	43	24	5	35	149
July	63	26	5	37	193
August	52	27	2	30	145
September	54	27	2	47	140
October	18	23	1	31	137
November	12	22	1	25	91
December		1	2	8	21
	366	181	20	257	1,172

Tonnage arrived..... 545,491

Chicago is yet growing, and has a prosperous future before it. But if it expects to become a first class city, it must depend more upon manufactures than it now seems to do. The commerce of Illinois and Iowa, if it secured the whole, which is out of the question, can not sustain a first rate city.

☞ It appears from the reports of the steamboat inspector that the steamboats in the United States are distributed as follows:

	Boats.	Tonnage.
Mississippi and tributaries	528	151,414
Atlantic	469	176,425
Pacific	50	34,986
Lake Erie	127	58,325
Lake Champlain	17	4,380
Lake Ontario	14	6,017
Total steamers and tonnage	1,205	431,547

Communications.

CINCINNATI AND GULF OF MEXICO LINE.

It is matter for grave and serious consideration, how far it is the interest of Cincinnati and the North, to seek facilities for social and commercial intercourse through railroad communication with the Southern States. The large increase of railroad facilities with the North and East, concentrating upon Cincinnati, may be found to exceed the wants of the country, and should this be the case, then the subject of southern connections to enlarge the circle of trade and travel, will be forced upon the consideration of railroad interests. That Cincinnati is to become the great center of trade for the West, the great lap into which is to pour the vast products of the West, South-west and South, the great reservoir from whence is to be drawn the supplies for the consumption of nine millions of people inhabiting this vast region, is now most apparent, provided she avails herself, at this propitious moment, of the opportunity of controlling the location and termini of those internal improvements which propose to connect the extreme interests of our country together.

There was a time in the history of commercial centers of trade, when their growth and prosperity depended upon the natural outlets afforded to them by their peculiar localities; but that time has gone by, and we have passed to a period when artificial inlets and outlets may be created and relied upon, to draw in and attract an accumulating resource of business, to stimulate the growth and add to the wealth and influence, not only of the old but new commercial points. In the past, and up to the present moment, Cincinnati has acted with great sagacity, by putting forth her whole energy, and affording her surplus wealth to build up those important channels of trade and travel, which secure to her an increase of business that is daily adding to her wealth and resources.

But these channels, thus created, only secure to her the business of the North and East; whilst the South, with all its rich products and immense consumption, remains, so far as Cincinnati is concerned, a *terra incognita*, and the question returns upon us in great force, how far is this city interested in extending her arms of improvement to the sea and the gulf, and thus certainly commanding an amount of trade and travel, local and foreign, that can not now, in its importance, be anticipated? There are, however, other competitors in the field, contending for the rich harvest of Southern trade, or at least proposing, by their energetic action, to share in controlling this vast material for commercial success, and it is well for Cincinnati to consider the interest she has in acting with equal promptness to sustain her present large invested interests and commercial character. The city of Charleston once commanded the commerce and importations for the greater portion of the Southern country, but that commercial position being lost to her, she has appropriated $750,000 to a single railroad in Tennessee, connecting her with the West, by which she expects to restore her commerce and her power. Without an early connection of Cincinnati with the South, and Southwestern States, or without any connection, the sea and the gulf, Charleston, Savannah, Pensacola and Mobile will most certainly command that important trade which is accessible by Cincinnati energy and aid: and this point is worthy to be considered and looked to by the railroad interests concentrating upon Cincinnati, and other interests involved.

W. B.

Statistics.

FINANCIAL STATISTICS OF CINCINNATI.

The Annual Report of the City Clerk of Cincinnati, presents many interesting facts, not merely to the inhabitants of Cincinnati, but to all who wish to know something of Municipal Finances, as they exist in the United States. All our cities are conducted on much the same principal of Municipal Government, and the mode of raising and expending moneys is much the same. An analysis of the revenues and expenditures of Cincinnati, will be an illustration, but rather a favorable one, of the condition of the large cities in our country. We may arrange the subject under the five general heads of Taxation, Revenue, Expenditures, Property, and Debts.

1. TAXATION.

We may premise here, that the taxes raised for city purposes, are neither here nor any where, the whole tax, by any means. There is, in addition, the State tax, the county tax, and often several special taxes, which, in the whole, amount to more than double the city tax. It is, perhaps, right however, to consider the city tax only, when we consider the city as a corporation: for the corporation is only responsible for its own borders.

The City Clerk thus states the amount of taxes collected in 1852:

Amount collected for general purposes	$139,807 84
Amount collected for police purposes	58,253 24
Amount collected for payment of interest on bonds	46,602 59
Amount collected for the House of Refuge	46,602 59
Amount collected for use of City Infirmary	81,554 54
Amount collected for use of Common Schools	77,398 40
Amount collected for use of Colored Schools	2,452 71
Amount collected for Sinking Fund to pay off city debts	11,650 64
Total	$464,822 65

Deducting the amount raised for the payment of interest and the Sinking Fund, we find the respective proportions to be as follows:

For the city generally	33	per cent.
For the police	14	do
House of Refuge	11	do
City Poor House	20	do
Common Schools	19	do

The valuation of city property is about *sixty millions* of dollars, which makes the city tax, for the corporation of Cincinnati, about *eight mills* on a dollar; but the *true* value of property being more than 50 per cent. above the assessment, the actual taxation is a little more than five mills, or *one-half per cent.*

2. REVENUE.

The revenues of the city are made up from several sources. Of these the taxes, wharfage, markets, fines, and licenses, are the principal. The whole amount of revenue received in 1852, excluding some interest paid on deposits, and the existing balance in the Treasury, was as follows:

Taxes, as above	$464,822 65
Wharfage	16,984
Markets	13,386
Miscellaneous	9,775
Total	$504,967 65

This is *revenue* proper, exclusive of property sold, of interest paid by Railroad Companies, of balance in Treasury, &c.

3. EXPENDITURES.

Pursuing the same rule as above, by confining expenses to what are properly such, we have the following results:

Cleaning Streets	$38,207
Paving do	51,537
Sewerage	19,916
Bridges	8,406
Public Landing and Wharfs	6,783
Market Houses	7,809
Fire Department	51,464
Printing	5,726
Salaries and Fees	21,594
Public Buildings and Furniture	10,652
Health Department	1,557
City Elections	1,064
City Council	4,627
Damages	3,132
Contingencies	21,181
Lights	18,687
Watch	58,574
Poor House	97,973
House of Refuge	38,123
Public Schools	115,501
Interest	52,000
Total	$633,713

It seems, therefore, that the *actual* expenditures exceed, in the last year, the *actual* receipts. To meet this, there were several funds: First, there were considerable *balances* in the Treasury. Secondly, the *sale* of $127,000 of the Little Miami Railroad Stock, and the sale of the dividend in the same $10,000, and the sale of a lot $585. Thirdly, by the loan of $54,630; and fourthly, by some $4,000 interest on deposits. Besides, the balances in the Treasury, there were nearly $200,000 procured by sales and loans. With these, the difference of expenditures were paid, and some little reduction of debt made.

4. PROPERTY.

Market Houses and Public Landings, estimated value	$1,500,000 00
School Property	351,923 68
Fire Department Property	245,558 63
City Property, miscellaneous	635,130 87
City Water Works	1,000,000 00
White Water Canal Stock	400,000 00
Debts due the City	868,587 16
Total	$5,001,200 34

The White Water Canal Stock is worthless; and only about half a million of the above property can be disposed of, the residue being indispensable to city purposes.

5. DEBTS.

The debts of the city have been created chiefly for purposes of public improvement, though a portion of it has been made to meet the excess of expenditures over receipts. The following is the classification and the amount:

Loan to meet City Debt	$370,000
do for Little Miami R. R. Stock	80,000
do to the L. M. R. R.	100,000
do for the White Water Canal	430,000
do for Schools	30,000
do for Water Works	800,000
do for City Lot	60,000
do for Hillsborough R. R.	100,000
do Hamilton and Eaton R. R.	150,000
do Covington and Lexington R. R.	100,000
do Ohio and Mississippi R. R.	300,000
Total	$2,520,000

Of the above sums, the debt for the Water Works may be considered as offsetted by the value of the Works. The $750,000 to the Railroads will be paid, and is secured by the Railroad Companies, so that, in fact, the city will have to pay but $670,000, which is a mere trifle to such a city

The progress of taxation and expenditures, has about kept pace with the progress of population.

There is another class of burdens, however, which is very large, and is not set down under the corporation head. These are *special taxes*, a great and unnecessary nuisance to all householders. There is a special tax for the *paving* of streets; a special tax for street *lights*, and a special tax for *water*. These operate very unevenly; often very unjustly; and are only a round-about method of concealing a part of the city expenses, and laying a large part of the expenses of the city on real estate.

We may add, in conclusion, that in regard to debt and taxation, Cincinnati compares favorably with any of the large cities.

Mr. William J. McAlpine, New York State Engineer, has accepted the post of Chief Engineer of the Erie Railroad, and also that of Assistant President, to take effect in April. The Company has been fortunate in securing the services of a man of such high reputation and great ability.—*Rough Notes.*

NEW YORK BANKS.—The New York *Tribune* says: The Superintendent of the Bank Department, Mr. St. John, states that the charters of the following Safety Fund Banks have expired, and that they had, on the 15th day of January last, the following amount of notes in circulation:

Bank of America	$691,235
Bank of Auburn	160,000
Bank of Genesee	150,000
Bank of Geneva	813,000
Bank of Ithaca	57,881
Bank of Monroe	199,160
Bank of Newburgh	151,300
Bank of New York	491,290
Bank of Troy	300,000
Bank of Utica and Branch	282,971
Butchers' and Drovers' Bank	350,000
Catskill Bank	174,181
City Bank, New York	242,082
Farmers' Bank, Troy	225,000
Mechanics' and Farmers' Bank	300,000
Merchants' Exchange Bank	165,310
Mohawk Bank	163,031
New York State Bank	247,680
Union Bank	772,737
Total	$5,936,858

THE NEW SILVER COIN.

The New York *Tribune* thus holds forth on this subject. The particulars of the new Coinage Bill were given in our fourth number: "If anybody knows where there is an American Silver Dollar, we advise him to go and take a long, fond look at it, for he is not likely ever to see another. One dollar bills and gold dollars were pretty hard upon our bright faced old friend before, but this new debasement of the coinage will be the death of him. Hereafter, twenty-one *half* dollars (of the new coinage) will be worth considerably less than ten *whole* ones, and so with the smaller coins, which must nevertheless be taken for the sum expressed by the lie on their face. The mischiefs and evils to which this anomaly must give rise, can hardly be over-estimated.

"The true remedy for our currency difficulties lay in taking the back track, by repealing Benton's Gold Bill and appreciating our gold currency, so that each Eagle should be actually the equivalent in value of ten Silver Dollars. Now we have a dollar as the unit of our currency, with *not a single other coin* on either side of it of corresponding value. All is debased but the silver dollar, which will henceforth be a relic—a curiosity. Congress knew the right; but speculation was too strong for it. Verily, all of us are in debt and want to pay off as cheaply as possible. Hence this false legislation."

We would call the attention of Railroad Superintendants and Car Builders, to the advertisement of "*Solid Hub Car Wheels*," which are highly commended by those who have used them.

The earnings on the Georgia State Road for February were $48,721—an increase over those of the same month in 1852 of $20,339!

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	106	107
Do do	Income, not convertible	7	1855	97½	98½
Do do	Convertible till 1861	7	1871	95	96
Do do	" " 1862	7	1862	97	98
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	94	95
Do do	" "	6	1860	98	
Do do	"	7	1860	95¼	
Do do			1885	91	92
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland and Erie	1st mortgage	7	1861	105	
Do do	2d " not convertible	7	1861	99½	
Little Miami	No mortgage, convertible 1852-4	7	1858-61	117½	
Do	" " till 1855	7	1861	117	
Columbus and Xenia	1st mortgage, convertible	7	1859	112	
Ohio and Pennsylvania	" "	7	1865-6	108	109
Do do	Income. No mortgage, convertible	7	1872	102	103
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Lawrenceburg and Upper Mississippi	1st " "	7	1866	98	100
Indiana Central	1st " "	7	1866	99	100
Do do	"	10	1857	101	103
Cleveland and Pittsburgh	1st " "	7	1860	104	105
Do do	Income "	7	1855	100	
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	100	102
Mansfield and Sandusky	1st "	7	1860		
Michigan Central	No mortgage, convertible	8	1860	110	111
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	103	105
Do Southern	1st " " "	7	1860	101	102
Northern Indiana	1st " " "	7	1860	98	99
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	
Do do do	" 3d " not convertible	7	1862	96	98
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	106	
Terre Haute and Richmond	1st " "	7	1866	111	112
Indianapolis and Bellefontaine	1st " "	7	1860-1	103	
Indianapolis and Lafayette	" "	7	1861	92	94
Bellefontaine and Indiana	" "	7	1866	102	105
New Albany and Salem	" on 1st section	10	1858-62	107	109
Do do	1st " on other sections, convert.	8	1864-75	95	
Panama	1st " convertible	7	1866	127	130
Milwaukie and Mississippi	1st " " 1857	8	1862	102½	105
Cincinnati, Hamilton and Dayton	1st " " till 1855	7	1861	104	106
Pennsylvania	1st " " " 1860	6	1880	109	
Alabama and Tennessee	1st " " " 1872	7	1872	98	100
Covington and Lexington	1st " " " 1862	7	1862	98	100
Do do	2d " "	6	1862	91	
Dayton and Western	1st " "	7	1862	95	100
Jeffersonville	1st " not "	7	1861	90	92
Evansville and Illinois	1st " convertible 1857	7	1862	86	88
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Illinois Central	1st " not convertible	7	1875	par.	
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	
Dayton and Michigan	1st " "	7	1867	94	
Marietta and Cincinnati	1st " "	7	1868	94	95
Ohio and Indiana	1st " "	7	1867	97	98
Steubenville and Indiana	1st " "	7	1865	93	
Parkersburgh	" Guar. City of Baltimore	7	....	103	104

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D.
U. S. Loan, 6s, 1856	107	107½
Do 6s, 1862	115	116
Do 6s, 1867	120	120½
Do 6s, 1868	120	
Do 5s, 1853*	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

* By an official notice from the Secretary of the Treasury, we learn that the five per cent. stock of 1853 will be redeemed on the 1st of July; after which date interest will cease.

State.

Alabama 5s		
Do 6s		
Arkansas 6s	80	88
Do 7s	110½	111
Illinois Canal Bonds, 1860		
Do do 1860, registered		
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	92
Do Interest do	62	65
Indiana 5s	99	100
Do 2½s	55	56½
Do Canal Loan 6s	96	
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	8	10
Kentucky 6s, 30 years, 1871	110¼	110½
Do 6s, 15 years	110	111
Do 6s, large bonds		
Do 5s	93	95
Michigan 6s		
Ohio 6s, 1856	105	105½
Ohio 6s, 1860	109	110
Do 6s, 1870	114	117
Do 6s, 1875	115	117
Do 5s, 1856		
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	97	98
Tennessee 6s, new loan	95	107
Do 5s		96
Virginia Coupons, 6s, 1886	110⅜	110½

City Securities.

Philadelphia 6s, 1876–90	107¼	107½
Baltimore 6s, 1870–90	106	107
Boston Bonds, 5s	101	103
Albany 6s, 1867–9	109	110
Cincinnati 6s, 1860	103½	104
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
Lawrenceburgh, Ia., 7s	80	90
St. Louis 6s	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	97½	100
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¼	93
New York 7s, 1857	108	
Do 5s, 1858–60	100	101
Do 5s, 1870–5	103	104
Do 5s, 1890	104½	105
Savannah 7s, 1870–6		
Richmond 6s, 1882	93	94

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881-2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	
Darke, O., 7s	92	98

STOCK TABLE.—CONTINUED

Banks.

OHIO.		
Ohio Life Insurance and Trust Co	104½	106
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Bancher		
KENTUCKY.		
Bank of Kentucky and Branches	110	112
Northern, and Branches	115	120
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	100	102
INDIANA.		
State Bank and Branches		
MISSOURI.		
State Bank and Branches		
TENNESSEE.		
State Bank and Branches		
Union	97	100
Planters'	95	100

Railroads.

	shares.	off'd.	ask'd.
Cleveland, Columbus and Cin		130	132
Little Miami	$50	119	120
Mad River and Lake Erie	50	88	90
Columbus and Xenia	50	112	115
Columbus and Lake Erie	50	55	70
Bellefontaine and Indiana		99	101
Indianapolis and Bellefontaine	25	98	100
Indianapolis and Lafayette		72	80
Cleveland and Erie			
Cleveland and Pittsburgh	50	100	105
Ohio and Pennsylvania			
Cin. Wilmington and Zanesville		60	
Cincinnati Hamilton and Dayton	100	104	105
Dayton and Western	50	70	75
Dayton and Miami			
Eaton and Hamilton	25	70	75
Ohio and Mississippi	50	85	90
New Albany and Salem	50	50	60
Jeffersonville and Indianapolis	100	70	75
Madison and Indianapolis		101½	103
Lawrenceburg and Upper Mississippi	50	76	79
Indiana Central	50	85	90
Do do 10 per cent	50	87	90
Peru and Indianapolis	25	65	70
Terre Haute and Richmond		105	108
Covington and Lexington	50	70	72
Illinois Central		130	
Michigan Central		106	107
Michigan Southern		125	126
Ohio Central		95	100
Sandusky and Mansfield			
Northern Indiana		125	126
Pennsylvania	50	100	101
Baltimore and Ohio	100	83	84
Panama		125	126
New York and Erie		85	86
Nashville and Chattanooga			
Louisville and Frankfort			
Lexington and Frankfort			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Hillsboro' and Cincinnati	50	75	79
Marietta and Cincinnati			
Toledo, Norwalk and Cleveland		100	105
Parkersburgh			
Maysville and Lexington		60	
Macon, Georgia		106	108

N. B. It will be observed that the SHARES of the different roads vary in price, some being $25, some $50, and some $100, each. The quotations, therefore, are not PER SHARE, but upon the HUNDRED DOLLARS: thus the excess over 100 is above par, and the amount less, so much below par.

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	
American Gold	½ per cent. prem.,		
Silver	3@4 per cent. prem.		

LAND WARRANTS.

Land Warrants have risen so rapidly, and have now reached so high a price, that we hardly think there is much probability of a further advance.

	Off'd.	Ask'd.
160 acre warrants	$160	$163
80 acre warrants	80	82
40 acre warrants	40	41

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, April 2, 1853.

$91		Whitewater Canal Bank Bills, per cent.....	101 00
$700		State Bank Illinois, per cent.....	73 0
$2000.		Bonds Cin. and Whitewater Canal Co., with $1007 83 interest.....	15 00
7	Shares	Kentucky Trust Co. Bank stock.....	100 00
5	"	Columbus and Lake Erie Railroad stock, per cent.....	50 00
20	"	Covington and Lexington R. R. stock, not sold, offered.....	70 75
88	"	Lawrenceburgh and Upper Mississippi R. R. stock, $66 int. included, not sold, offered.....	77 00
26	"	Cincinnati and Hillsboro' R. R. stock, not sold, offered	75 50
100	"	Cincinnati, Hamilton and Dayton R. R. Co., not sold, offered	103 00
5	Bonds	Do do $1000 each.....	93 50

Wednesday, April 6, 1853.

3	Bonds, amounting to $1355,	of Cincinnati and Whitewater Canal Co., Sept. 6, 1841, interest to purchaser	15 00
4	Bonds, $50 each,	Whitewater Valley Canal Co., dated June 4, 1847.....	55 00
125	Shares	Merchants' and Mechanics' Insurance Co. stock, not sold, offered	7 45
50	"	Cincinnati Insurance Co., old stock..	25 00
10	"	Farmers' Bank of Kentucky.....105	12½
108	"	Lawrenceburgh and Upper Mississippi Railroad stock, int from Jan. 1st to purchaser, not sold, off'd....	78 50
40	"	Do do do .....passed.	
135	"	Peru and Indianapolis Railroad stock, not sold, offered.....	60 00
5	"	Columbus and Lake Erie R. R. stock, passed.	
26	"	Cincinnati and Hillsboro' R. R. stock, "	
25	"	Covington and Lexington R. R. stock,	71 00
35	"	Indianapolis and Bellefontaine R. R. stock	96 00
40	"	Eaton and Hamilton R. R. stock, not sold, offered.....	71 50

MONETARY.

In New York, the general features of monetary affairs evince less stringency, though fears are entertained by many, that the Banks are not yet through their difficulties. The *Mercantile Journal* says: "Their recent contracting all facilities of loan and discount, has been of the severest kind, and from their previous excessive expansion, involved them in difficulties from which they were only saved by friendly assistance. The contraction commenced by two old and large banking institutions, the Bank of Commerce, and the State Bank of New York, and those very two have suffered the most, and become most indebted to outside assistance. The State Bank had, contrary to all sound Banking principles, allowed the Bank of Charleston to overdraw its account $800,000 on the security of Sterling bills, which, from the great fall in rates, was not wholly covered. They consequently not only refused the ordinary facilities to their customers, but re-discounted to what extent they could at a heavy loss, and were only saved from further difficulty by two large banking houses, Messrs. Duncan, Sherman, & Co., and Mr. Auguste Belmonte, who together loaned the State Bank $900,000.

"In like manner the Bank of Commerce was saved by the Ohio Life and Trust Company, and by sacrificing on their bills receivable. Other Banks also borrowed largely, but have repaid their loans; but it is feared that the Banks are yet in difficulties to the extent of not having fully repaid the sums they have borrowed. This checks the operations of the more prudent or more timid, and rather checks the rate of progressive improvement which yet has undoubtedly been entered upon."

The market is, nevertheless, well supplied with capital for the purchase of *prime* business paper, which rates from 7 to 10 per cent. The Banks operate lightly in view of the regular quarterly statement. The exportation of Specie has almost ceased; Sterling Exchange is plenty, and rates from 108 to 109 and 109¼, the latter rates only for leading drawers. The semi-annual interest on a large number of Railroad and other securities, was paid on the first instant.

Trade is good and increasing. Remittances from the country are prompt, and the Commercial interest seems flourishing and prosperous.

In Boston the Money Market has been very unsettled, though at last accounts it was becoming more easy, though the supply is by no means equal to the demand, even at high rates of interest. Prime Commercial paper rates from 9 to 10 per cent., second class from 12 to 15 per cent. When the banks shall have made up their semi-annual accounts and prepared their dividends, the stringency will undoubtedly relax.

In Cincinnati Money matters still remain stringent, and demand for money is active, the supply being inadequate to the wants of borrowers. Outside rates range from one to one and a half per cent. per month. The *Stock Market* has fluctuated considerably during the past week: a reference to our quotations will show numerous changes.

Exchange remains as at our last quotations, with fair demand for Eastern.

THE PILOT KNOB.

We find the following notice of the Pilot Knob, in Simeon Draper's Daily Report of the Stocks and Markets of New York. The description of the Knob does not do justice to its mineral wealth, or to it as a natural curiosity. We have been over it, from the base to the summit, and can say that, aside from its being the greatest mineral deposit on the continent, it is a curiosity—an evidence of nature's freaks, not surpassed by any thing else that we know of, or have ever seen. The falls of Niagara are not more interesting than this same Pilot Knob. The metal upon it has evidently, at some time, been in a state of fusion, and been forced out by some volcanic action.—*St. Louis Republican.*

The Madison Iron and Mining Company, incorporated by the State of Missouri, with a paid up capital of $220,000, and authorized by special enactment of the Legislature to borrow a sum of money on mortgage, is desirous of negotiating a loan of $100,000, on *bonds* maturing in New York in five, ten or fifteen years, secured by a deed of trust of the whole property of the Company, and bearing coupons for interest at the rate of eight per cent, per annum, payable semi-annually likewise in this city.

The Company is the proprietor of a tract of 14,000 acres of land, a large portion of which is of good quality for agricultural purposes. It includes several valuable ore beds—among them the celebrated *Pilot Knob Mountain* of pure iron ore—all situated about forty miles from the Mississippi river, in Madison county, Missouri. The location is healthy and agreeable. The managers are now actively and profitably engaged in smelting the unrivaled ores of that mountain and of its vicinity. They have a large blast furnace, a forge with twelve fires for making blooms, suitable houses for workmen, and offices, stores, &c., for conducting the business. The district abounds in limestone and sandstone, and in all the other materials for facilitating the manufacture of iron. The surrounding country is densely wooded, and abundance of of excellent charcoal is delivered at the furnace at four dollars per hundred bushels. The iron ore is got out, roasted, and delivered at the trunnel head for one dollar for a quantity ample to yield a ton of iron.

An excellent foundry iron is produced at the Company's furnace at as low a cost as any where in America, yielding a profit on the lowest prices that have prevailed during the recent depression in the iron trade. When using the cold blast, the furnace produces an article which, for blooms and making cast steel, is unequaled in the world. There is a constant demand in St. Louis and Pittsburgh for ten times the metal the Company can produce.

The *Pilot Knob Mountain* is one mass of rich iron ore, of uniform quality. The ore is a peroxide of iron, slightly magnetic after roasting, and yields sixty-five per cent. of iron. The mountain contains ore enough to supply the world with iron for ages.

The managers of the Madison Iron and Mining Company, propose to build large additional furnaces for increasing their production of iron; and the money now asked for will be applied to that purpose; and the works erected from the proceeds of the loan, will add to the value of the security now pledged for its redemption. About $100,000 in cash has been expended in improving this property, which is worth over $250,000, and is earning a very large income on the latter sum. It is without any other incumbrance whatever; the titles are perfect, and its value will be largely increased by the opening of the St. Genevieve Plank Road, which will take place during this spring, and will connect the works with the Mississippi river. A Company has been chartered and liberally endowed by the Legislature of Missouri, for building a railroad from this iron district (eighty miles) to St. Louis; and its completion will be of immense future benefit to the Company's property, reducing the rate of freight to St. Louis to one-fourth of the present price, which is $8 per ton.

The Newark, N. J. *Advertiser*, states that the glass for the New York Crystal Palace, has been made in that State.

Messrs. Cooper & Belcher, of Camptown, have contracted to supply the managers with 40,000 feet, one-eighth of an inch thick, enameled by a new process invented by Mr. Cooper, one of the partners. In the Crystal Palace at London, it was found necessary to cover the glass with a cotton cloth, to prevent the ingress of the sun's rays, but Mr. C.'s invention saves the necessity of this. It has an effect similar to that produced by ground glass, being translucent, but not transparent, so that the sun's rays are diffused, and yield an agreeable light to those within the apartment enclosed without being visible to those on the outside. The process for making it is very simple. The enamel is laid upon the glass in a fluid state with a brush, and after being dried, it is subject to the intense heat of a kiln, which vitrifies the coating, rendering it fixed and durable as the glass itself.

FOR SALE.

A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

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BANKERS & EXCHANGE BROKERS.
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Collections made on all the principal cities of the Union.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
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Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

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Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., &c. New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

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Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
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The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
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RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
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Executed in the finest style.
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CARD, SEAL, AND GENERAL ENGRAVERS,
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Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

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E. MENDENHALL,
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Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

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Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
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GIBSON HOUSE.
Walnut, between Fourth and Fifth Streets,
CINCINNATI, O.
Opened March 1st, 1852.
O. H. GEFFROY,.....*Proprietor.*

WALNUT STREET HOUSE.
Walnut Street, between Sixth and Seventh,
CINCINNATI, OHIO.
J. W. SWENEY,..... *Proprietor.*
☞ This House has recently been enlarged and refitted throughout.

WINNE HOUSE.
North-East corner of Third Street and Broadway,
CINCINNATI, OHIO.
K. WINNE,..... *Proprietor.*
☞ This new, elegant, and commodious Hotel is now open to the traveling public.

HEWSON & HOLMES,
Auctioneers & Commission Merchants.
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

CLINTON ROBSON & Co.
BRASS FOUNDERS,
No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Guage, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

LOCOMOTIVE LANTERNS.

I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-Plated Reflectors, Copper Cases, and in every way equal to the best manufacture in the country. Orders from Railroad Companies in the West are solicited. A. S. WINSLOW,
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TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.
Apply to J. A. & U. P. JAMES,
No. 167 Walnut st.

FORGINGS.

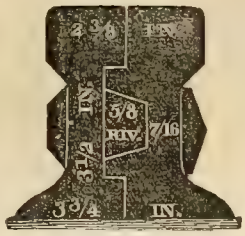
AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
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WINSLOW'S PATENT COMPOUND RAIL.





THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
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BANK DIRECTORS, BROKERS, INSURANCE COMPANIES.

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For sale by J. SMITH HOMANS,
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Office Bankers' Magazine, No. 167 Broadway.

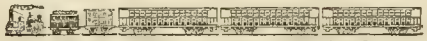
IN PREPARATION FOR SPEEDY PUBLICATION.

I. **A Manual for Notaries Public;** embracing a Synopsis of the Law relating to Bills of Exchange and Promissory Notes; with Forms of Protest, and of Notice of Protest, &c.

II. **The Merchants' and Bankers' Almanac** for the year 1853.—This volume has been delayed with a view to furnish a more correct list of the Banks in each State.

RAILROADS.

Cincinnati, Hamilton & Dayton R. R.



WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad, to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.
Leave Cincinnati for Dayton at 1.15 P. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
6*mr3 Superintendent.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the office of the Clinton Line Railroad Company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging, and superstructure of their entire road from Hudson to the Pennsylvania State line.

Plans, profiles and specifications will be exhibited, and all requisite information given at the office of the Company in Hudson, on and after the 10th day of May next.

By order of the Board of Directors.

H. N. DAY, President.
W. B. BRINSMADE, Engineer.
Hudson, March 20, 1853.—6t

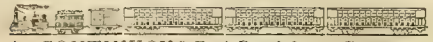
TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati.
†mr24

PENNSYLVANIA RAILROAD.
NOTICE TO EASTERN TRAVELERS.



A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
" " Cleveland " 26 "
" " Pittsburgh " 19 "

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R., $16 30
Cleveland " " 10 00
Massillon " " 10 00
Pittsburgh " " 9 50
Cincinnati " (Cincinnati to Pittsburgh by steamboat,) 11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, Jr., & CO., Cincinnati.
February, 1853.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of ability for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
Mr24tf Chief Engineer.

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1853.



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Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Allegheny City.
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†mr3

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Old Colony R. R. Co.

Office of the Fitchburg & Worcester R. R.
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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 7. CINCINNATI, THURSDAY, APRIL 14, 1853. Vol. 1.

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As it is the aim of the publishers to make this a *reliable* work for travelers, they would be glad to receive any information relative to Roads of the South and West, as often as any change may be made. Copies of the Route Book will be sent to any Railroad Company gratis, on application.

As a *medium of advertising* for Railroad Companies, it offers great inducements. Terms moderate.

NOTICE TO RAILROAD COMPANIES.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

OHIO AND MISSISSIPPI RAILROAD, FROM CINCINNATI TO ST. LOUIS.

This is one of the most important, and in some respects the most interesting line of railroad in this country. If there were no other consideration than that of being the direct connection between Cincinnati and St. Louis, that alone would give it great advantages. Take the following table of the *joint growth* of Cincinnati and St. Louis, during the last twenty-three years, and see if any parallel to it can be found, or whether any places in the world are likely in future to furnish a parallel:

In 1830, Cincinnati and St. Louis, in aggregate	30,683
In 1840	62,807
In 1850	198,850
In 1853	247,000

The *joint increase* of the two cities has been for thirteen years 10 per cent. per annum, *compounded*.

After making due allowance for a diminution in the *rate* of increase, it may be considered, by any future event dependent upon the growth of the country, that the *joint* population of Cincinnati and St. Louis will, in 1860, amount to *four hundred and fifty thousand* inhabitants! This is two hundred thousand more than they now have. When we consider this as the *accretion* of only seven years, we see at once that the Cincinnati and St. Louis Line will hardly be more than completed, (although put in use in two years,) with all the extra accommodations and double track, which will *then* be necessary, before these great cities of the West will be about doubled! In fact, Cincinnati and St. Louis are the great *foci* of the Mississippi valley; at one of which concentrates the business transactions from the Lakes to the Gulf of Mexico; and at the other of which centrates the trade of the Missouri valley and the Upper Mississippi. The sources of their growth and support are almost inexhaustible, and for centuries to come, will scarcely diminish the stream of commerce, new and increasing. But the direction of St. Louis and Cincinnati is but one of the advantages enjoyed by the Ohio and Mississippi. The second and the greatest, is that of being the *central link* in the commercial axis of the Mississippi valley. The truth is, it is on the *axis* of commerce of the valley and of the nation. The latitude, for example, of Baltimore, Cincinnati, St. Louis and San Francisco, is almost the same, and that latitude is in the midst of the temperate clime. A straight line, from St. Louis to Cincinnati continued, passes between Philadelphia and Baltimore. On the West, whatever connections are made with the Pacific, will eventually center in St. Louis; and all lines to all cities on the Atlantic, will center at Cincinnati. The most important part, therefore, of the great axial line across the continent, is that between these *foci* of the West. Another great fact will show an immense *lateral* traffic on this road. This is, that numerous lines from the Southwest, seeking the Lakes and the great routes to the East, *cross* this line at various points between Cincinnati and St. Louis. At least nine-tenths of all the passengers and traffic coming from the Southwest on the Southern lines, are seeking some one of the great cities, Cincinnati, St. Louis, Baltimore, Philadelphia, or New York. The consequence is, that this nine-tenths of all the passengers and traffic coming on these Southern lines, will take the first great direct line East and West, and that will be the Ohio and Mississippi Railroad. This result is inevitable. The following is a table of these lateral railways, to which might be added the proposed railroad from Vincennes to Paducah, which will probably be made:

TABLE OF LATERAL RAILWAYS WHICH INTERSECT THE OHIO AND MISSISSIPPI RAILROAD BETWEEN CINCINNATI AND ST. LOUIS.

Lines of road.	Length.	Sq. M. drn'd.	Pop'n.
* Illinois Central and Ohio and Mobile	1,187	35,610	594,300
† Evansv'e, Vincennes and Terre Haute	107	3,030	90,300
‡ New Albany, Salem and Michigan	272	8,160	244,800
Madison and Indianapolis	90	2,700	80,000
Jeffersonville	70	2,100	63,000
Lawrenceb'gh and Indianapolis	90¾	2,722½	81,675
Covington, Lexington and Danville	130	3,900	105,300
‖ Cincinnati, Dayton, Troy and Toledo	245	7,350	367,500
§ Cincinnati and Sandusky	132	3,960	198,000
Cincinnati and Cleveland	254	7,620	380,000
Ten lines	2,577¾	77,152½	2,205,875

* The Mobile and Ohio Railroad is 517 miles in length, extending from Mobile, on the Gulf of Mexico, to Cairo, at the mouth of the Ohio. A part is finished, a large part under contract, and sufficient capital is secured to insure its completion.

† The Evansville and Terre Haute Railroad is about half finished, and the whole is secured.

From Henderson, in Kentucky, a continuation of this route is to be made to Nashville.

‡ The New Albany and Salem Railroad is finished to Orleans, and is secured to Lafayette, and thence to Michigan City.

‖ The Cincinnati and Dayton part of this line has been finished a year and a half; the continuation to Troy is now finished. The residue of this line to Toledo, it is believed, will be finished at an early period.

§ The Sandusky line has been in operation several years, and with the Little Miami and Dayton lines makes a continuous line to Dayton.

It will be observed, that none of the Southern lines are put in the table beyond their present termination, at Danville, Ky., or at Louisville, Ky. Had they been inserted, as in a few years they will actually exist, the list of *lateral* railways really contributing to this line, would have been doubled in length, extending from the Lakes to the Southern Atlantic.

Below are tables of distances—*first*, from *St. Louis; second*, from *Cincinnati* to other points; and *third*, the distances *saved* by taking the line of the Ohio and Mississippi Railroad.

TABLE OF RAILWAY DISTANCES FROM ST. LOUIS AND CINCINNATI, BY WAY OF THE OHIO AND MISSISSIPPI RAILROAD, TO EACH OF THE ATLANTIC CITIES.

From St. Louis.	miles.	Intersection.
To Mobile, via Illinois Central and Mobile and Ohio.	687	Salem, Ill.
* To New Orleans, via same	847	"
To Savannah, (Georgia) via Louisville, Nashville and Chattanooga	974	Orleans, Ind.
To Charleston, (S. C.) via same and Augusta	990	"
† To Richmond, (Va.) via Nashville and the Valley Railroad	1,049	"
To Baltimore, (Md.) via Cincinnati and Belpre	910	Cincinnati.
‡ To Philadelphia, (Pa.) via Wheeling and Pa. Central	974	"
To N. Y., via Philadelphia.	1,061	"
To Boston, via Cleveland, Buffalo and Troy.	1,304	"
To Richmond, (Va.) Cincinnati and Baltimore	1,081	"
To Washington City, via Cincinnati and Baltimore	950	"

* The route to New Orleans is calculated by steamboat from Mobile.

† The South Western or Valley Road is now constructing.

‡ To Philadelphia there will be *three* routes—by Pittsburgh, by Wilmington and Wheeling, and by Marietta and Wheeling.

From Cincinnati.	Length.
* To Mobile, via Illinois Central and Ohio and Mobile	892
† To New Orleans, via same	1,052
To Louisville, via Jefferson Railroad	143
To Memphis, via Mobile and Ohio R. R.	608
To Galena, via Central Illinois	555
To Mouth of Kansas, via Pacific Railway	273
To Mouth of Ohio, via Central Illinois	360

* The distance to Mobile by steamboat is 1,708 miles.

† The distance to New Orleans by steamboat is 1,548 miles.

This table shows the following *gains in distance* on this route between these several points, as compared with the present traveled routes, viz:

Between St. Louis and Mobile	653	miles.
" " New Orleans	323	"
" " Savannah	826	"
" " do	700	"
Between St. Louis and Richmond	250	"
" " Baltimore	290	"
" " Philadelphia	316	"
" " New York	165	"
" " Wash'gton City	290	"
" Cincinnati and Mobile	766	"
" " New Orleans	435	"
" " Memphis	388	"
" " Mouth of the O.	277	"

The road from Vincennes to Paducah will make a decided cut-off to Cincinnati, as compared with the route by the Central line.

The third great advantage enjoyed by this line, as compared with those, at least, in the Atlantic States, is the great amount of surplus produce which concentrates for shipment at Cincinnati and St. Louis, and as a consequence, the great amount of merchandise which must be returned for it.

The following table gives the *exports* of Cincinnati and St. Louis, taken together a year since:

TABLE OF THE EXPORTS OF THE LEADING ARTICLES OF DOMESTIC PRODUCE FROM CINCINNATI, ST. LOUIS AND INTERMEDIATE POINTS

Flour, bbl	1,210,000
Beef, "	60,500
Whisky, bbl	336,724
Salt, "	63,800
Small grain, bush	2,206,000
Tobacco, hhds	31,900
Hogs, slaughtered	825,000
Corn, bush	4,000,000
Lead, lbs	20,000,000
Cheese, lbs	6,000,000
Butter, bbls	15,000
Candles, lbs	6,000,000
Cattle, head	2,000

The above articles are in weight about five hundred thousand tons, of which the freight will be divided among the various modes of transportation from these cities.

The following is an approximation to the amount of various kinds of groceries, merchandise and manufactures, distributed from the ports of Cincinnati and St. Louis:

Coffee, lbs	20,000,000
Sugar, hhds	40,360
Molasses, bbls	100,000
Merchandise, tons	50,000
Manufactures, "	30,000

The rapid increase of the commerce of Cincinnati will soon throw these figures into the shade. In *seven months* past, the import of molasses into Cincinnati has been about *one hundred thousand barrels*, and probably the imports of the year will be 120,000. The increase of the imports of sugar, merchandise, &c., has been full 50 per cent. in the same time, and commerce is here increasing *more rapidly than population.*

We are glad to say, that every part of the Ohio and Mississippi Railroad is now in course of vigorous construction, and that there is the strongest probability that the part from Cincinnati to Jeffersonville Railroad, about 80 miles, will be finished by the first of December next, in which it will undoubtedly transact a large business during the winter. Advances have been made to the sub-contractors, on both ends of the line, to hasten their work by a year, and it is thought this can be done. Much of the grading on the eastern end of the line is completed. The principal obstacle to the early completion of the first 80 miles, is the viaduct over the Great Miami. This can be worked only at low water. Should that not be done in time, it is supposed that a tressal bridge can be thrown over so as to prevent delays.

This magnificent work, when completed, will have many advantages for running with great speed. The grades are generally low, the line very direct, and a great deal of the way over open plains or alluvial bottoms, where there is very little danger of accident. The distance between Cincinnati and St. Louis will be not more than 14 hours. The entire distance between St. Louis and Philadelphia, may be accomplished in about 38 hours, thus:

St. Louis to Cincinnati	14 hours.
Cincinnati to Wheeling	9 "
Philadelphia	14 "
Stoppages	1 "
St. Louis to Philadelphia	38 "

There are parts of the line which may be run at a much more rapid rate; the above is a rate which may be accomplished with the utmost ease. What a revolution in commercial and social intercourse will take place, when places a thousand miles apart may be visited with so much ease and safety!

THE SOUTHWESTERN RAILROAD.

We learn that this week a party of capitalists and contractors from the Eastern States will visit the line of the Southwestern Railroad, from Danville, (Ky.,) to Winchester, (Tenn.) They are prepared, if the line be such as they anticipate, to undertake the construction of the whole. This is the line, the reader will recollect, which we described as connecting Cincinnati with Pensacola and Mobile. From Winchester it proceeds to Selma, on the Alabama river, and thence to those cities.

We are rejoiced to know there is a fair prospect of completing this work; for we are sure there are few enterprises which are more certain to be advantageous to all parties than this. It will make the most direct, and in fact an altogether direct line between Cincinnati, Pensacola, and Mobile. It is the middle route between that by Nashville and that by Knoxville, and will serve altogether different interests. We hope that the work may be constructed.

CORRECTION.—In our report of the vote upon the Mason county, Ky., subscription of $100,000 to the Maysville and Big Sandy Railway, in our last number, we made the nays in Maysville 390; it should have been 39. Total majority in the county in favor of the subscription is 271.

CINCINNATI AND PORTSMOUTH RAILROAD.

From our exchanges we learn that preliminary meetings have been held at several points between Cincinnati and Portsmouth, for the purpose of organizing a Company to construct a road between those two places. There are several routes indicated, and the various interests will be represented in a convention to be held for that purpose at West Union on the 11th inst., when definite action as to the route will probably be had, and the work at once proceeded with with the vigor necessary to its rapid completion.

We are pleased to see this manifestation of a determination on the part of the people of southern Ohio to keep up with the railroad progress of the age. There can be no longer any doubt that *Railway locomotion* must be hereafter the mode of intercommunication between places, whether distant or in close proximity; and the sooner that section avails itself of this means of transportation, the sooner will it reap the benefits arising therefrom; the longer the delay, the more difficult will be the effort to overtake those portions of the State that have already bound themselves in iron bonds with distant markets.

In no portion of our State would a railroad be of more benefit to the agricultural interest than on the line proposed by this one. It might never be of any great value as a *through line*, though its connections would be by no means unimportant. Its principal value would be in the facilities it would afford the farmer for carrying off his produce, and saving the heavy expense of wagon transportation to market; and it would work out that invariable result of railroads, an increase in the value of lands along its route and in its vicinity, by enabling the farmer to dispose of his produce at his own door, if he so pleases, at highly remunerative prices.

We trust the road will be built; and hope the farmers along the line will take all the stock they can afford. We would like to say a few words to them upon the importance of railroads to the producing interests, but have not space at this time.

The Depot of the New London, Willimantic and Palmer Railroad, at New London, was burned down March 30th. The fire took place about 10 o'clock P. M. There were four passenger cars and one baggage car in at the time. Loss from $8,000 to $10,000. Since the above was in type, we learn that the depot was not destroyed, being at least a hundred rods from the fire. The building burned was a cheap wooden one. There were not four passenger cars burned, but three, and a baggage car of much less value.

☞ The ceremony of breaking ground of the Allegheny Valley Railroad took place March 18th.

RAILROADS IN VIRGINIA.

The Richmond Times has prepared the following statement, showing the number of miles of railway now completed or authorized by law to be built in that State:

	Length.	Fin.
Baltimore and Ohio	251	251
Parkersburg branch	100	—
Winchester and Potomac	32	32
Mannassa's Gap	130	39
Loudon and Hampshire	180	—
Fredericksburg and Gordonsville	38	—
Orange and Alexandria	175	60
Richmond and Fredericksburg	76	76
Richmond and Petersburg	22	22
Petersburg and Roanoke	60	60
Clover Hill	15	15
Appomattox	9	9
Greenville and Roanoke	21	21
Richmond and York River	42	—
Central	200	100
Covington and Ohio	228	—
Norfolk and Petersburg	80	—
Southside	122	62
Virginia and Tennessee	204	60
Cumberland Gap	115	—
New River	77	—
Richmond and Danville	147	73
Seaboard and Roanoke	77	77
Total	2,404	957

The Commonwealth is deeply interested in nearly all of these works, and has dealt out pecuniary aid to them with a liberal hand.

In addition to these, the Legislature has recently passed a bill to authorize the construction of a railroad from Phillippi, in Barbour county, to the Baltimore and Ohio Railroad, or Northwestern Railroad — with an amendment, providing that the Legislature expressly reserves to itself the power to regulate the charges for the transportation of tonnage and travel over the road. On the same day the Senate rejected a bill designed to remove the restriction against a connection of the Manassa Gap Railroad with the Winchester and Potomac Railroad; it being opposed on the ground that it would be destructive to the interests of Alexandria, by diverting the trade of the valley of Virginia to Baltimore.

The New Railroad Law of Missouri. This law provides that the guage of all roads to be built in that State, shall be five feet and six inches. Missouri is the only State in the Union which has adopted this guage. The object is to prevent connections with roads in other States, thus requiring transhipment of the freight passing over them, and thus tend to build up commercial depots and shipping points within that State. The people of Missouri keep a watchful eye upon their own domestic interests. The St. Louis Republican, referring to it, states that the law authorizes any number of persons, not less than six, to construct a railroad in that State.

Injunction Dissolved.—Judge Caldwell has dissolved the injunction against the Hillsboro' Road, obtained by Mr. Baldwin, and appealed from the Hillsboro' Common Pleas.

The *Rough Notes*, of Buffalo, in an article headed "Railroad War," says—

"From all we can learn, there is to be the coming season, a struggle made by the New York and Erie Railroad for the mastery.—Three good, staunch steamers will run between Dunkirk and Detroit, and two magnificent palaces will soon be ready to run between this city and Cleveland. Passengers will be ticketed through from New York to Chicago, and vice versa, and will be suffered to take their choice of routes—by way of Dunkirk, or, coming to Buffalo, may take either the Buffalo and New York City, or the Buffalo and Corning Road, and so reach New York by the New York and Erie Railroad.—On the other hand, the Central line, by the consolidation measure which has recently passed the Legislature of this State, will have increased facilities for the transportation of passengers, both as regards time and cheapness of fare. The Buffalo and Brantford road, also, will be completed some time in July or August, when passengers may make the run from New York to Chicago in a few hours, and in almost a direct line."

The Summer arrangements of the Central Line of Railways from Albany to Buffalo, went into operation on Monday, the 11th inst. There are eleven trains daily westward, five of them express—and eight trains daily eastward, four of them express, (except on Sunday.) The hours of departure are as follows: 6½ A. M., 7½ A. M., both express trains; 9 A. M., mail train; 10½ A. M., lightning express, connecting with the Hudson R. R. Express from N. Y.; 12 noon, emigrant; 4 P. M., to Syracuse; 6½ P. M., and 11 P. M., express trains. The time between Albany and Buffalo is reduced to 12 hours, for all express trains, and one, the "Lightning" train, is to accomplish it in *ten*.

Owl Creek Valley Railroad.—Hon. O. Bowen, President, H. C. Brumback, Director, and J. B. Dumble, Secretary of the O. C. V. R. R., who left on Wednesday for Steubenville, for the purpose of perfecting the connection between our road and the Steubenville road, telegraphed on Monday last to a gentleman in this place that all arrangements had been completed, and that the road from Marion to Coshocton is to be put under contract forthwith. It is rumored that the Steubenville Company have resigned that portion of their line between Coshocton and Mt. Vernon to our Company, the former Company taking $114,000 stock in the latter.—This arrangement renders the completion of our road almost certain, and we hope that our citizens will now step forward with alacrity, and lend their aid in pushing forward the work to completion. There must be no hanging back now. All must do their part, as all will be benefited by the work when completed. Push along must now be the word, until the iron horse has free course from the Mississippi to the great marts of the East.—*Ashland Union.*

Hudson River Railway.—The double track of this road will be laid through its whole length by the first of August next.

Railroad Liabilities.—Recent English decisions show that the Courts of that country hold Railway and Transportation Companies to a very rigid accountability. An action was brought by a passenger against a Railway Company, to recover damages for injuries sustained in getting out of the cars at an inconvenient and dangerous place. The train in which the plaintiff was, at the time of the accident, arrived at the station where he was to stop, about eight o'clock in the evening. The train was a very long one, and extended below the platform, and the plaintiff being in the last carriage but one, had to get down upon the ground. It was quite dark, and the plaintiff, in stepping from the board beside the carriage to the ground, which was twenty-one inches below, put his foot upon the rail of a slanting or intersecting line, and descending upon it with the whole force of his body, his foot slipped, and he thereby ruptured the ligaments of his ankle. The result was, that he was confined for a considerable period, and is still obliged to walk with crutches, and in the opinion of medical men, will be obliged to do so for another year. The Court held that the neglect of the Company to carry the passenger to a safe and proper landing, rendered them liable for the injury. The jury gave him a verdict of £1,000.

Ohio and Pennsylvania R. R. — This road was opened from Mansfield, eastwardly, on Friday morning, 8th inst. The mail passenger train will now leave Mansfield daily, Sundays excepted, for Pittsburgh and intermediate stations, until further notice; distance 174 miles; fare $4.75.

On Monday, the 11th inst., the road was opened from Mansfield, westward, to Crestline, on the Cincinnati, Columbus and Cleveland Road, where it connects with the Bellefontaine and Indianapolis Road westwardly, which will be opened for through travel in May next.

The mail passenger train leaves Mansfield for Crestline at 6 P. M., on arrival of cars from the east.

When these connections shall be made, an uninterrupted line of roads will be opened from Boston, New York, or Philadelphia to Pittsburgh, Cincinnati, Indianapolis, and Terre Haute.

Chicago and Rock Island R. R.—This road is doing a business largely beyond the expectations of all parties. Its cars are always full. We understand that another train is required to accommodate the passenger business alone, and that it will be put on in a few days — the cause of the delay being the want of cars. Since the completion of this road, it has stripped the canal of its passenger business, and will also make a sad inroad upon its freighting business, within the next three months, unless the tolls are greatly reduced on the latter.—*Ex.*

CAR VENTILATION.

The traveling public are painfully sensible of two great inconveniences attending railroad locomotion. One is the bad air generated by keeping car doors and windows shut, and the other, the fearful visitation of dust and cinders. Lungs, eyes, and clothing suffer to an extent well nigh intolerable, and all who ride in cars have long cried aloud for relief.

We are inclined to think that the *desideratum* has at length been reached. A gentleman, whose name we are not yet authorized to give, has an invention in process of being tested, which appears more likely to prove effectual than any other of which we have any knowledge. It employs one apparatus for winter and another for summer. The former consists of a furnace or stove placed beneath the center of each passenger car. Through the floor a full and strong current of heated air is made to ascend, and is distributed by a long perforated tube, extending from end to end of the car. Thus there is not only an abundant supply of fresh air, precluding all necessity for opening windows, but the car is thoroughly warmed.

In summer, instead of a furnace, there is placed a bellows below each car, which is worked by the revolution of the wheels. A current of fresh air is thus sent continually up through the floor. But to clear it of dust and cinders, it is made to pass upward through water, which effectually answers the purpose. Doors and windows are to be kept closed, while the powerful ventilation from the bellows causes a current to blow outward through every practicable crevice.

We have given the above (doubtless imperfect) account from hearsay. The inventor, who is a man of scientific acquirements, as well as ingenuity, has taken steps to secure a patent, and will make his invention publicly known shortly.—*Rochester American.*

The Sandusky and Mansfield R. R., and the Columbus & Lake Erie R. R.—A movement has been on foot for some time looking to a consolidation of the stock in these two roads so as to have but the one Company, and one interest from the Lake to Newark. We have just learned from H. B. Curtis, Esq., who has been out with the committee of conference of the two companies at Sandusky City, that the committees have agreed upon a plan of consolidation entirely satisfactory to them, and which will doubtless prove so to the directors of the two companies.

A meeting of the directors of one Company is now in session in this place, and it is supposed that they will at once accede to the arrangement, and thereby promote the interests of the stockholders of the two companies, the county of Knox, and the public generally.—*Mt. Vernon True Whig.*

West Jersey Railroad.—On Wednesday last, subscription books for this road, between Camden and Cape May, were opened at Camden. The Newark Advertiser states that the result far exceeded the expectations of the parties moving in the undertaking. Enough stock was assured to warrant the organization of the Company and the election of a Board of Directors, which was accordingly effected.

PROGRESS OF THE ILLINOIS CENTRAL ROAD.

Chicago, March 25, 1853.

To the Editor of the Democrat:

The frequent inquiries that are made relative to the completion of certain portions of the Illinois Central Railroad, have induced me to prepare the following brief statement of the length of road that will probably be in operation during the year:

The first 55 miles of the Chicago branch, from Chicago to the Kankakee, will be open for business during the month of May next.

The track layers will continue south of the Kankakee during the summer, and reach Urbana, 125 miles south of Chicago, in all, this year.

The division south of La Salle, or between La Salle and Bloomington, 60 miles, will be in operation by the first of May next. The next division, between Bloomington and Decatur, 40 miles, will be in operation by the first of January next. That part of the Galena branch between La Salle and the Aurora junction, will be in operation during summer. It is confidently expected that the track of the Galena and Chicago road will be laid to Freeport by the first of August next. The grading will be in readiness to continue it to Scales Mound, nearly 40 miles west of Freeport, which may be done by the first of November next.

More or less track will be laid between Galena and Dubuque, and on the first division, but it will not be connected so as to make it available for business before the early part of another season. R. B. MASON,
Chief Engineer, Ill. C. R. R.

The Peoria News says, that eighteen hundred men are now working on the first division of this road, which extends from Cairo to the Big Muddy, about fifty miles; and the Alton Courier states that the Company is getting on well with its road in the interior—making every exertion to push the work to an early completion. They are hindered, however, by a lack of laborers, who seem to be scarce in comparison with the great amount of work now in progress in this section of the State. We hope the emigration societies, and others anxious to find employment for emigrants, will send on a full supply.

We learn that some of the railroad companies in Illinois are importing men direct from Ireland. This is a good movement, and now that the spring is fairly opened, there will be ample employment for all who come.

Susquehanna Railroad.—The line of this road between Sunbury and Lewisburg is to be let on the 27th inst. A meeting of the directors is to be held at Lewisburg on that day for the purpose of appointing a day for putting the road from Lewisburg to Williamsport under contract. The remaining section from Sunbury to Bridgeport, opposite Harrisburg, which has been specially confided to the care of the Baltimore friends of the work, will no doubt be completed as promptly as the other portions of the line, on all of which operations are to be pushed forward vigorously.

RAILROADS AND PROPERTY IN VERMONT.

The Rutland *Herald* says the appraisement of the real and personal estate in the State of Vermont was:

	Real Estate.	Personal.	Total.
1842....	$56,623,753	$12,900,400	$69,524,153
1847....	57,170,043	11,941,594	69,111,637
1852....	61,816,843	14,547,446	76,364,289

Decrease from 1842 to 1847	.....	$412,516
Increase " 1847 to 1852	.....	7,252,652
" " 1842 to 1852	.....	6,840,136

Showing that the property of the State, which had been stationary, or rather retrograde, has been rapidly enhanced since the opening of the lines of railroads within its borders.

We also find, from examining the appraisals of 1842 and 1847, that the listed property has increased in the towns through which the various railroads pass, as follows:

Railroads.	Towns.	Increase.
Rutland and Burlington	19	$2,221,300
Vt. Cen. and Vt. & Canada	27	3,298,800
Passumpsic	9	916,200
R. & Washington, and S. & W.	7	383,400
Vt. Valley	5	505,300
Western Vt.	9	533,700
Total	76	$7,858,700

This is one million dollars more than the whole increase in the State, from 1842 to 1852, and $600,000 more than the increase 1847 to 1852. We have no doubt that the rise in value of property in this State has already paid for the entire cost of our railroads.

BROADWAY RAILROAD KILLED.—In the Supreme Court at New York last Saturday, Judge Edwards delivered the opinion of the Court containing the injunction against the grantees of the Broadway Railroad. The Court considered that the Common Council of New York are trustees for the public interests as for all private property of the Corporation, and are bound to administer the trust for the common good. They have the power, generally, to lay railroads in the city, but in this case they have given away, without compensation, a valuable privilege, for which offers highly advantageous to the city had been made by others and rejected; and therefore the grant in question was a breach of trust, and the injunction prohibiting the grantees from proceeding with the road must be continued.

CLEVELAND AND MAHONING RAILWAY.—This proposed road, running from Cleveland to New Brighton, on the Ohio and Pennsylvania Railway, is 103 miles in length, and the western division has been put under contract from Cleveland. The design of the supporters of this project is to furnish the shortest possible railway line from Cleveland, O., to the great Atlantic cities, to give railway facilities to the localities on the line not already furnished, and to penetrate the iron and coal regions from the lakes.

PERU AND INDIANAPOLIS RAILROAD.

The President of this Company has effected an arrangement with Messrs. A. DeGraff & Co., their contractors, which secures the completion of the road to Kokomo by the first day of August next, and to Peru by the first day of September. At Kokomo it will connect with a line to Logansport, which is also expected to be completed by that period.

A new route will thus be opened for Northern trade and travel, and the present business of the road warrants the belief that a very large amount of business will be done over the road as soon as it is completed. It must be beyond all question the cheapest route for the heavy produce going north from Central Indiana, and for all heavy goods imported from New York; a change in the present course of trade is inevitable. Within the past year, goods have been transported down the Wabash and Erie Canal 150 miles below Peru, to Terre Haute, and thence by railroad to this city, (Indianapolis,) at a lower rate than by any other route.

The passenger cars made the trip to Cicero on Monday, a point six miles above Noblesville. And will continue regularly hereafter. It is in contemplation to reach Tipton by the first of May.—*Ind. State Journal.*

RAILROAD LETTINGS.—From the Hocking Sentinel we learn that lettings have been made on the Newark extension of the Scioto and Hocking Valley Railroad as follows:

Sections 1 to 8, French, Brown, Martin & Co., Jackson Co.

Sections 8 to 12, Hoffman, Sternbergar & Co., Jackson Co.

Sections 27 to 83, to Gregory, Jackson & Co., Scioto Co.

Sections 33 to 39, Sands & Co., New York.

Sections 67 to 70, Dittoe & French, Perry County.

Sections 70 to 75, Walter French, New York.

Sections 81 to 85, James Keely, Columbus, Ohio.

The sections commence numbering at Jackson.

RAILROAD REGULATION.—The Superintendent of the Philadelphia, Wilmington and Baltimore Railroad, has established and put in force a number of excellent regulations, to prevent accidents as the trains pass through the cities and towns on the route. The speed of every train shall not exceed four miles per hour. A runner precedes every train or engine as it passes, with a red flag in day time, and a red lantern at night. The engine bell is to be sounded continually, and other arrangements are made, which will prevent any accident.

THE NEW ALBANY AND SALEM ROAD is now running 12 miles into Pulaski county. Two weeks since the work of laying the iron was commenced at the Lafayette end, working now both ways. The road will be completed through in a very short time.

THE WAY ILLINOIS RAILROADS PAY.—From private sources, we learn that the receipts on the Alton and Springfield Road amount to $25,000 per month. The road cost about $1,200,000. The amount of capital stock is $75,000, the remaining $450,000 being provided for by negotiating the bonds of the Company—these bonds bearing interest at the rate of 8 per cent. per annum.

Now $25,000 per month is $300,000 per year, $30,000 per month is $360,000 per year, gross receipts.

From this sum deduct 50 per cent. for expenses, and the receipts will be from $150,000 to $180,000 per year.

Deduct from this sum $36,000, the amount of interest on bonds at 8 per cent., and there remains a net income of from $114,000 to $144,000 per year, to be divided as profit to the stockholders, being equal to from 15 to 20 per cent. per annum on the money invested.—*Vandalia Age.*

PREVENTION OF RAILROAD COLLISIONS.—Dr. Clayton, of Norfolk, Virginia, has invented a machine for the prevention of collisions on railroads, and as a consequence the preservation of human life; and is now in Washington exhibiting his model, having taken the necessary steps for obtaining a patent right. The contrivance is simple. There is a jointed lever, at right angles with the rail, connected by a wire with a pulley wheel, by means of which a signal is raised, from an upright timber, (say at the hight of eight feet,) as soon as the axle of the car touches the lever. The same machinery depresses the signal just after the train passes it. Railroad collisions have become so frequent of late that every invention calculated to render travelers more secure in their journeyings, must be regarded with general interest.—*Republic.*

COLUMBUS AND URBANA ROAD.—We learn from the Superintendent of the work, that the bridge over the Scioto river, four and a half miles west of Columbus, (the heaviest job on the line of the road,) is so far completed as to enable the cars to pass over it; and that the road will be laid westward to this place with the utmost rapidity.

There is a heavy force on this end of the route, and the work is now being pushed to completion with commendable zeal and industry. It will not be many months, judging from appearances, before we shall hear the "snort of the iron horse," on its way down the Dugan Prairie from the Capital City.—*Urbana Citizen.*

FORT WAYNE AND CINCINNATI R. R.—We learn that subscriptions to the stock of this road are coming in freely. They already amount to nearly $400,000. There is no doubt remaining of its construction at an early day. Mr. Bailey is an industrious and energetic man, and is devoting his whole time to it. He is sure to succeed.

RAILROAD IRON FOR CANADA. — Three ships at East Boston, during the last week, were discharging railroad iron for the Canada railroads. The pattern is different from that used upon our railroads, it being the W pattern, instead of the T.

CINCINNATI, NEW CASTLE & MICHIGAN R. R.

A Company was organized at Muncietown, Delaware county, Indiana, on the 8th inst., with the above title, to construct a road from New Castle, Henry county, Indiana, passing through Muncietown, Delaware county, Marion, in Grant county, Wabashtown, in Wabash county, Warsaw, in Kosciusko county, and Goshen, in Elkhart county, to the State line between Indiana and Michigan, in the direction of Grand Haven, at the mouth of Grand river, on the eastern side of Lake Michigan. It is designed to connect this road at the State line, with a road in Michigan to terminate at Grand Haven.

The following named gentlemen were elected a Board of Directors, to wit: Caleb B. Smith, David A. Powell, and Richard M. Corwine, of Cincinnati; Solomon Meredith, Thomas Tyne, and Pleasant Johnson, of Wayne county, Indiana; Martin L. Bundy, and George B. Rogers, of Henry county; Walter March, and John Jack, of Delaware county; James Sweetzer and Samuel Jay, of Grant county; and Hugh Hanna, of Wabash county. The officers were elected as follows:

Caleb B. Smith, President.
Solomon Meredith, Vice President.
Volney Wilson, Secretary.
Thomas J. Sample, Treasurer.

This road will connect at New Castle with the Cincinnati Western Railroad, consolidated with the Cincinnati, Cambridge and Chicago Road, and thus form a continuous line of road from Cincinnati, by way of New Castle and the points above named, to the eastern side of Lake Michigan. The country through which this line of road will pass, is unsurpassed in fertility and productiveness, and connecting that fine region of country with Cincinnati, with no competing roads for a distance of thirty miles on either side, it cannot fail to do a large business.

A large amount of stock has already been subscribed, and it is the determination of those connected with this enterprise, to push it forward with vigor. A corps of Engineers will commence the location of the road immediately.

Pennsylvania Railway Guage.—The bill repealing the Railway Guage Law in Pennsylvania, was passed in the House by a majority of 54, on April 1st. The same bill passed the Senate a few days previously. This repeal leaves the question of guage with the various Companies.

The Cleveland and Wellsville Railway Company has resolved to extend its lines from the latter place to Pittsburgh, by Beaver, and south on the west side of the river, through Steubenville, to Bridgeport, opposite Wheeling.

RAILROAD EARNINGS.

The earnings of the Erie Road for March, 1853, were	$371,479 84
March, 1852	251,170 61
Increase, 47 per cent.	$120,309 23
The aggregate earnings of January, February, March, have been	$984,219 00
1852	624,481 00
Increase, 57 per cent	$359,738 00

☞ The following are the earnings of the Cincinnati, Hamilton and Dayton Railroad Company for March:

1853	$35,678 39
1852	19,067 29
	$16,611 10

Being an increase of over 87 per cent.

Railroad to New Orleans.—It is now settled that we are to have a continuous railroad connection with the Metropolis of the Gulf. A Southern exchange says that the construction of the Nashville and New Orleans Railroad seems to be no longer a matter of doubt. It will be six hundred miles in length, and will cost from $10 to $15,000,000. About $3,500,000 of the amount has been raised, and a portion of the route is already under contract. It is contemplated that the work will be completed during the ensuing year from New Orleans to the Mississippi line.

The Board of Directors of the Cleveland, Columbus and Cincinnati Railroad Company, have passed an order to increase the capital stock of the Company 30 per cent., to be distributed pro rata at par among the holders of stock on the first of April last. This increase of capital stock is made to raise means to construct a double track from Cleveland down to the Ohio and Indiana and Bellefontaine Roads, made absolutely necessary by the greatly increased and increasing business of the line. The Board at the same time declared an extra dividend of three per cent.

Jacksonville and Alton, Ill. Railway. Jersey county has given a large majority in favor of making a county subscription of $50,000 to the capital stock of the above road. The action of the citizens of Jersey and Greene, who are most deeply interested, has placed the project upon a firm basis, and it will now be pushed forward without delay.

Important to Travelers.—After next Monday, the Western Stage Company will run a line of four horse stages from Lafayette, connecting with cars to Michigan City, where a connection will be made with the Railroad to Chicago, thus enabling passengers to go through from Lafayette to Chicago by daylight. There will only be forty-five miles of staging over a first rate road.

Banking.

SILVER AT THE MINT.

The following circular has been issued from the United States Mint, under the late act of Congress:

Mint of the United States,
Philadelphia, March 31, 1853.

By virtue of the 3d section of the act of Congress, approved February 21, 1853, the Treasurer of the Mint, with the approval of the Director, gives notice that he is prepared to purchase silver coin and bullion, delivered at the Mint, on the following terms, viz:

For dollars of Mexico, Peru, Bolivia, Chili, Brazil, (re-stamped,) and Spain, for francs, for silver coins of the United States, other than the three cents, the price paid will be $1.21 an ounce, gross. For thalers of Sweden and Northern States of Germany, $1.01 an ounce. For silver in bars, $1.21 per each ounce, at standard fineness, (9-10ths,) as determined on assay at the Mint. The payment will be made in gold coins, or in silver coins of new emission, at the option of the seller. Parties furnishing silver to the Mint, according to the terms of this notice, will receive a preference in exchanges for the new silver coin, according to the order of priority of their sales to the Mint. It is expected that an emission of new coinage will be made by the middle of April. The prices herein fixed will continue until further notice. Approved,

(Signed,) G. N. Eckert, Director.
E. C. Dale, Treasurer.

Increase of Banking Capital in Massachusetts.—Mr. Kellogg, Chairman of the Banking Committee of the Legislature, has made a report upon the numerous applications for the increase of bank capital which have been made to the general court. The report of the committee occupies upward of forty pages, and is reported to be an able document.

The committee was asked to increase the bank capital of the State $17,395,000. Of this increase, Boston asked alone $13,450,000, and with Cambridge and Roxbury, asked for $14,050,000, leaving $3,345,000 for other localities. The committee has granted $5,050,000 to Boston and vicinity, out of the $7,350,000 which it has reported in full. Five new banks in Boston have a capital of $2,700,000. The names of the five are—the Webster Bank, capital $1,500,000; Eliot Bank, $300,000; Howard Banking Company, $500,000; South Boston Bank, $100,000; National Bank $300,000.—*Ex.*

Philadelphia Mint.—The monthly Mint statement is just prepared.

Coinage for March	$5,500,000
Deposits for March	7,500,000
Since Jan. 1st	16,000,000
Same period last year	10,900,000

The deposits have been too heavy for the Mint this month, and the Mint is, therefore, largely in arrears.

The New Silver Coin.—The Philadelphia Mint, on the 1st inst., issued the new quarter dollars under the late act of Congress. The new coin is described by the Philadelphia *Bulletin* as a very neat piece of work, somewhat lighter than the old one.—The only difference is that the new issue has rays around the eagle and a spear head at each side of the date.

Communications.

For the Railroad Record.

OUR PROSPECTS.

Cincinnati by her manufactures, her enterprise, her roads and canals, connecting her with almost every section of the country, is prospering in every branch of human industry and skill with astonishing rapidity. The speedy completion of her road to St. Louis will put her within a few hours connection with that great city and her Pacific railroad. The extension of her road from Vincennes to Paducah, and at that place connecting with the second terminus of the Mobile and Ohio Railroad, will in the ensuing three or five years, give her a railroad direct to Mobile and the gulf of Mexico. Situated in a healthy latitude, and midway between the mouth of the Ohio and Pittsburgh, and with all her present advantages, she must become to the great valley of the Mississippi, what New York is to the whole country, the center of that vast trade and travel. We regard the immediate construction of the road to Paducah as of the utmost importance. We have now no other connection with the Mississippi and lower Ohio, than by the tedious and somewhat uncertain route by steamboats.

This road to Paducah will afford to the traveling community great facilities. Instead of forty hours' travel by steamboat and the usual delay and expenses incident thereto, travelers from the Mississippi, the Tennessee, and Cumberland rivers, will take the road at Paducah, and reach Cincinnati in ten hours. It must result in throwing nearly all the travel, north and south by this expeditious route, upon Cincinnati. We want an outlet in low water to the mouth of the Tennessee and the Mississippi rivers, and this Cincinnati will accomplish by the railroad connection with the young and rapidly-growing city of Paducah, situated on the Ohio, at the head of low water navigation. The attention of capitalists and railroad men ought to be directed to this object and to its speedy execution. The manufacturing and commercial interests will have an extensive and highly profitable market opened, with the Tennessee and Cumberland rivers, and with the interior counties along the route of the road from Vincennes to Mobile. The stock in this road will be paying stock. It will concentrate upon it the travel from the Mobile road, and from the rivers Mississippi, Tennessee, and Cumberland, and bring all that productive country southwest of the Tennessee, into immediate connection with Cincinnati, and bring to our market the tobacco of that section.

This line of railroad will have nothing to fear from rival roads. Its directness will always give it a decided advantage. It will be greatly preferable to the road from Cairo.—The terminus of the Mobile road at Paducah will take the travel and business from the Central road by Cairo, the route via Paducah being so much the nearer. Indeed, we consider a connection by Mobile with Cairo of but little consequence; but without the connection by the second terminus of her road with Paducah, we would look upon the Mobile and Ohio Railroad Company as being guilty of a great oversight. S.

For the Railroad Record.

CINCINNATI AND INDIANA RAILWAY.

The object of this Company is to extend the Lawrenceburgh and Indianapolis Road to Cincinnati. This is rendered necessary by the adoption of the six foot guage by the Ohio and Mississippi Road; and the failure to make a satisfactory arrangement with that Company to lay down an extra rail for the Indiana guage. On the 23d ult., the books were opened for stock in the Ohio division, and $50,000, the amount necessary to elect directors, immediately subscribed. It is understood the Indiana Company will furnish the means to extend the road to Cincinnati. A survey is now being made by Mr. GEST, and the work will progress without unnecessary delay.

The Indiana Road is finished from Lawrenceburgh, a distance of 34 miles, toward Indianapolis, and now used with the most flattering results. It will be finished to Greensburgh during the present month, and to Indianapolis during the summer. Z.

Manufactures.

CINCINNATI MACHINERY.

HARKNESS' FACTORY.

Cincinnati is, in some respects, the most remarkable manufacturing place in the United States. It would be very easy to prove that Pittsburgh had large rolling mills and glass works which Cincinnati had not, or had not on so large a scale; that Lowell far surpassed it in cloth mills of all sorts—that the great establishments of the Bay State, and Atlantic Mills, Lowell, (Mass.,) were unequaled anywhere; and that Manchester, (N. H.,) had Mouslin de Laine and other factories not to be had elsewhere. All this, and more, could be shown, and by this mode of comparison it could be proved that Cincinnati was not a great manufacturing place. But when the *variety and aggregate* of its manufactures are taken into view, it is a much greater manufacturing place than either of them. Its manufactures are of all kinds, with the exception of two or three, of which glass is one.

In the aggregate, its manufacturing population is probably greater than in any other city, except Philadelphia. New York, although it counts up an immense amount of *mechanical* employments, is not largely a manufacturing city. It may count a larger aggregate of mechanical labor than any other place; but with the exception of ship building, is not largely manufacturing in proportion to many other places. On the other hand, the *proportion* of population in Cincinnati, engaged in Cincinnati, is very great. Take, for example, the workers in iron, (of all kinds,) of whom the principal part are engaged in the making of machinery. There are, of iron workers, about 6,000, These are able-bodied hands. The usual proportion of population to adult males is about 5 to 1. On the supposition, however, that a large proportion of these workers are unmarried, we may yet be justified in affirming that the entire aggregate of the families of these men (including themselves) at least 20,000. We can not set down the bakers, tailors, shoemakers, butchers, seamstresses, washerwomen, and boarding house people, who depend upon the support of these 20,000, at less than 10,000 more.—Thus we have 30,000 persons supported in Cincinnati by the iron manufactures alone.—Notwithstanding the great magnitude of this business, it is constantly increasing. Some years since, the making of sugar mills was begun here, and now *three-fourths* of the sugar-mills for Louisiana and Texas are made here. Some three or four years since, Mr. Harkness commenced the manufacture of locomotives, and now there is more to do in that line than can be done. Mr. Greenwood also commenced, in connection with the making of machinery, the manufacture of an immense variety, hundreds in number, of iron articles for domestic uses; and this business also, is now greatly increased.

The variety of articles now made from iron is multiplying with every year, and the iron workers of Cincinnati seem to have availed themselves fully of their advantages, improving their own skill, and advancing their business and credit.

As an illustration of the iron business of Cincinnati, we may give Harkness' establishment on Front street. There are *fifty* of these iron establishments for the making of machinery, and we know not whether this is the largest, but it is one of the best.

Mr. Harkness' Iron Works extend an entire square, in front, and covers about *two and a half acres* of ground. In addition to all the usual machinery made in such factories, one part of this is devoted to the making of locomotives. In all its departments are employed *two hundred and eighty men*, whose *weekly wages* amount to $2,200. Thus this establishment pays out annually about $110,000 for labor. Altogether there are more than a thousand people maintained, directly or indirectly, by this iron mill. The largest steam machinery, the most powerful locomotives, and castings of all descriptions, are turned out here. Few persons know how many kinds

of art are necessary to, and are advanced by, manufactures, even of this heavy kind.—artists to make patterns, pattern-makers, machinists, moulders, foundry men, blacksmiths, tool makers, boiler men, carpenters, miners, furnace men, clerks, brokers, coal dealers, and many other trades and occupations are necessary to furnish the material and skill necessary to a great iron establishment. It is by such manufactures that a great city is permanently founded. The commercial shocks of the country may be what they may, but so long as her manufactures are profitably employed, Cincinnati will flourish in all seasons. Her commerce greatly grows, but commerce is liable to fluctuation; while domestic industry does not depend on those fluctuations.—In the midst of the commercial overthrow of 1837, '39, '41, and '42, Cincinnati grew faster than ever. She supplied cheap food and ample employment to mechanics and tradesmen whose business had been overthrown in the Atlantic cities. The surprise which strangers often feel when looking at what they deem the unaccountable growth of Cincinnati, will all vanish if they will take a walk through Cincinnati workshops, and then consider where the labor of these workshops is distributed. Twenty thousand miles of steam locomotion, by river and by land, distribute the products of both farm and workshop, to the millions who occupy two hundred and fifty thousand square miles of territory in the valley of the Ohio. New England, New York, Pennsylvania, Jersey, and Virginia are together less than that territory which Cincinnati deals with in the products of the factory and the farm. Is it then surprising that she should grow with unprecedented rapidity?

THE IRON TRADE OF GREAT BRITAIN.

We take the following from the *Railway Times:*

The annexed statement exhibits the production of iron and furnaces of the United Kingdom of Great Britain during the year 1852:

Districts.	In blst.	Out blst.	Total.	Tons per annum.
Scotland	113	31	144	775,000
South Wales	135	27	162	635,000
do anthracite	12	23	35	31,000
South Staffordshire	127	32	159	725,000
North Staffordshire	17	4	21	90,000
North Wales	6	7	13	30,000
Shropshire	27	13	40	120,000
Durham	18	8	26	110,000
Northumberland	7	6	13	35,000
Yorkshire and Derbyshire	35	7	42	150,000
Total	497	158	655	2,701,000

The recent rise in the market value of iron must give a great impetus to its production, and we have no doubt the returns for 1853 will show an important increase. In the United States an impulse of very considerable importance has lately been given to iron manufactures, and we are in receipt of intelligence from many points showing a decided movement in the business. As a general thing, our iron manufacturers are perfectly indifferent as to the tariff; they, as we think, seeing very plainly that the enormous consumption of the next five years will be protection enough. In different sections of the country, the manufacturers are quite active. The fires which have for several years been extinguished in the furnaces and rolling mills, have been re-kindled. There is a brisk demand for ore and ore beds, and high prices have been demanded for favorable locations. There is, at present, some considerable amount of New England capital going into the iron business, and New England men are looking forward to it as a means of investment for a great amount of funds, either profits or amounts now being withdrawn from the cotton manufacturing business. Present appearances justify the belief that the iron business will, within the next two years, become an interest of gigantic magnitude. The use and consumption of iron for buildings, machinery, railways, etc., is enormous, and then this use is becoming much increased and enlarged. Our iron mines will be vastly more valuable, when worked, than any other single interest in the country, and the enlarged consumption will insure a market for all we can manufacture for the next ten years. All that has been wanted was lee-way enough for a fair start, and the present and prospective position of the market gives us that. The Australian emigration has been and is now taking away a vast number of workmen from the English manufactures, and that equalizes, in some degree, the difference in the price of labor, which has been against the iron interest in this country. At any rate, the advance in the price of labor in England, the cost of transit to this country, and present duty on iron, gives our manufacturers a better chance than they have had for a great number of years, and we hope they will not be slow to avail themselves of it.

The London Miners' Journal gives the annexed detailed account of the quantities of metals of home produce and manufacture, exported from the United Kingdom of Great Britain during the month ending January 5th, in each of the past three years:

Metals.	1851.	1852.	1853.
Iron, pig, tons	4,569	7,639	9,596
Iron, bar, bolt and rod	25,382	29,925	40,305
Iron, wire	421	412	426
Iron, cast	2,001	1,493	5,392
Iron, wrought of all sorts	8,711	6,731	9,708
Steel, unwrought	726	736	1,453
Copper, in bricks and pigs, cwt	13,900	3,953	7,740
Sheets, nails, &c., (including mixed or yellow metal for sheathing)	22,873	16,052	19,957
Wrought of other sorts	1,615	827	1,104
Brass of all sorts	1,736	1,577	2,906
Lead, tons	1,747	981	1,146
Tin, unwrought, cwt	1,374	1,332	1,251
Tin plates, value	£77,983	62,851	68,914

The total declared value of the exports of these various descriptions of metals during the month and twelve months, ending with the above date, is as follows:

Years.	For the Month.	For 12 Months.
1853	£827,102	£9,928,405
1852	509,358	8,918,124
1851	627,354	8,767,646

These figures show an extraordinary expansion of the export trade in metals; and one of the most remarkable results consists in the fact that in the last month the movement has been more marked than ever before known. It may be fairly assumed that the export of metals for the current year will be larger than any known in the annals of our commerce. The increase of the corresponding month of 1852 is no less than £318,144, or 62 per cent. The general increase in this branch of trade is the more worthy of notice, when it is considered that the prices of all description of metals have, during the last year, experienced an almost unexampled rise; a circumstance which ordinarily has the effect of checking foreign demand. On a more minute analysis of the returns, we find that this check has been actually perceptible in the articles of copper, lead, and tin, but that the present tendency of these items is now in the direction of a rally. The chief increase is in the article which has also been marked by the greatest rise in price—iron. The augmentation in the shipments of this metal, during the last month more especially, is calculated to excite great attention, and fully bears out the anticipations indulged in by us on several occasions. The exports of this metal are shown below:

Years.	For the Month.	For 12 Months.
1853	£530,269	£6,155,600
1852	297,588	5,414,383
1851	305,314	4,056,308

This demand is mainly owing to the vast railway works which are now being carried on by our enterprising capitalists in so many parts of the world. In fact, a large portion of the money which we have lately subscribed to foreign and colonial railway projects never leaves the country at all, but is at once invested in railway iron. Again, a large portion of the American and other railway bonds lately taken up here, have been paid for in our iron. The declared value of the shipments is, of course, increased by the enhanced prices now current for metals; but after making due allowance for this, we have still evidence of an unexampled foreign and colonial demand. The demand for iron shipbuilding and iron houses is also exercising an important influence. The present position of the market for this metal is exciting so much attention that these returns are invested with additional interest. The exports of copper of all kinds for the month and twelve months are thus stated:

Years.	For the Month.	For 12 Months.
1853	£148,609	£1,612,732
1852	90,593	1,535,931
1851	172,747	1,851,495

In the twelve months the exports of tin have been to the extent of £83,608, against £84,047 in the corresponding period ending the 5th January, 1852, and £124,798 in 1851. Those of tin plates have been £1,103,317, against £1,020,236 and £927,202; and those of lead, £353,101, against £344,315 and £387,394.

MAPLE SUGAR.—At a late meeting of the Farmer's club in this city, an article was read on the subject of maple sugar, and of its great importance as one of the products of our country. By the late census it appears that the production of maple sugar in this country in 1850 was within a small fraction of thirty-four millions of pounds. An orchard of maple trees has been found almost equal, acre for acre, with the sugar cane in producing sugar and molasses. — *Scientific American.*

Miscellaneous.

PRINCIPLES & EFFECTS NOT PATENTABLE.

The Supreme Court of the United States has just decided that *Principles*, or a *new Power* or *new Results*, can not be patented, but only the *processes* by which the new result is obtained. Judge McLean, in announcing the opinion of a majority of the Court, said:

The word Principle is used by elementary writers on patent subjects, and sometimes in adjudications of Courts, with such a want of precision in its application as to mislead. It is admitted that a principle is not patentable. A principle in the abstract is a fundamental truth, an original cause, a motive; these can not be patented, as no one can claim in either of them an exclusive right. Nor can an exclusive right exist to a new power, should one be discovered in addition to those already known. Through the agency of machinery, a new steam power may be said to have been generated, but no one can appropriate this power exclusively to himself under the patent laws. The same may be said of electricity, and of any other power in nature, which is alike open to all, and may be applied to useful purposes by the use of machinery. In all such cases, the processes used to extract, modify and concentrate natural agencies, constitute the invention. The elements of the power exist, the invention is not in discovering them, but in applying them to the useful objects. Whether the machinery used be novel, or consist of a new combination of parts known, the right of the inventor is secured against all who use the same mechanical power or one that shall be substantially the same. A patent is not good for an effect, or the result of a certain process, as that would prohibit all other persons from making the same thing by any means whatever. This, by creating monopolies, would discourage arts and manufactures, against the avowed policy of the patent laws.

A new property discovered in matter, when practically applied in the construction of a useful article of commerce or manufacture, is patentable, but the process through which the new property is developed and applied, must be stated with such *precision* as to enable an ordinary mechanic to construct and apply the necessary process. This is required by the patent laws of England and of the United States, in order that when the patent shall run out, the public may know how to profit by the invention.—*Baltimore American.*

A Prize Medal Design Wanted.—The Directors of the Crystal Palace in New York, offer a prize of two hundred dollars for a prize medal, not more than three inches in diameter, that shall be suitable to award in the several departments of the Exhibition, to the most capable and eminent exhibitors.

Observatory.—The Raleigh *Register* states that an observatory, is to be erected in Raleigh, under the charge of B. A. Gould, of Cambridge, Massachusetts. Its object is to determine more correctly the longitude, and is in direct connection with the coast survey.

CHATTANOOGA, TENNESSEE.

In the rise of few towns is the inevitable effect of railroad facilities for transportation more apparent than in Chattanooga. A very few years since it was known only as Ross' Landing, a station among the Cherokees, while now it is the southern terminus of the Nashville and Chattanooga Road, as well as the northern terminus of the Western and Atlantic Road through Georgia, and a depot for an immense amount of produce seeking a distant market. In the single week ending March 17th, the following was shipped from that place alone, viz:

Cotton, bales	2,965
Bacon, lbs	51,445
Eggs, dozens	2,587
Butter, lbs	1,620
Feathers, lbs	1,420
Lard, lbs	2,270
Tobacco, lbs	1,780
Corn, sacks	665
Oats, sacks	120
Grass Seed, sacks	95
Irish Potatoes, sacks	92
Gensing, sacks	85
Peas, sacks	17
Flour, sacks	55
Flax seed, sacks	3
Flour, bbls	71
Apples, bbls	10
Apples, boxes	2
Merchandise, boxes	14
Furs, boxes	2

Chattanooga has thus grown without the assistance of any other influence than the benefits arising from the means of intercommunication afforded by railroads.

The Crystal Palace in New York, in which the World's Fair is to be held, is going forward with great energy. It is, however, doubtful whether it can be completed by the beginning of May, the time originally specified.

The mineralogical and chemical department of the exhibition, will be under the superintendence of Professor Silliman and Mr. W. P. Blake. The sculpture exhibited will be under the charge of Mr. Felix Piatti. Models and machinery in motion will be entrusted to the supervision of Mr. Joseph E. Holmes. Mr. Edward Vincent will take charge of the department of textile frabrics, and the display of agricultural implements will be under the superintendence of Col. B. P. Johnson, of Albany, Secretary of the State Agricultural Society. The Directors are said to have received highly satisfactory reports from Col. Hughes and Mr. Buschek, their agents in Europe, and there is reason to hope that the exposition will equal the sanguine anticipations of its projectors.

Machinery for France.—About 100 tons of castings for the India Rubber Works about to be established in France, by Hiram Hutchinson, late President of the Newark Manufacturing Co., are now in Progress of manufacture at Trenton, N. J.

The Southern Convention at Memphis.—Among the objects contemplated by the Southern Convention, which is to assemble at Memphis on the first Monday in June, are the following:

The establishment of a Continental Depot of Cotton, in opposition to Liverpool.

The direct exportation of Cotton by the Planter, thus doing away with the middle men, middle warehouses, middle commissions, middle insurances, and all that interminable medium which eats up our substance and concentrates our exports at Liverpool.

To build up a Southern Importing Market, in opposition to New York.

To establish, through Railway alliance, a greater sympathy with the Great West and Northwest, socially, commercially, and nationally.

To have one or more lines of Steamers to Europe.

To induce emigration through Southern ports to pass to the West by a communication always open, expeditious and cheap; or to settle on our fertile lands.

To stimulate manufactures and general industry.

To educate our children at home—to spend our wealth at home.

To aim at commercial and industrial independence.—*Richmond Whig.*

Past, Present, and Future Progress.—The editor of the St. Paul Minnesotian writes:

We were at one time one of the only three white men residing within the limits of the present State of Iowa, which now has a population of over 400,000. In our own beautiful territory we have made many trips between Prairie du Chien and St. Peters, and from St. Peters to Traverse des Sioux, when the hotels we lodged at were in the open air, and our table furnished from the supply we carried, or from the game killed on the route. Yet, with the blessing of God, we hope to travel in a railroad car on a continuous route from Minnesota river to New Orleans, and very *probably* to San Francisco.

Zanesville.—This smoky town of Muskingum Valley is taking fresh strides under railroad influence. The establishment of a third car manufactory is announced, and an extensive new iron foundry. The Zanesville cotton mill is about to receive an addition of forty power looms and other machinery, so that in addition to cloths, bags, &c., yarns, batting, twine, candlewicks, &c., can be manufactured, and the mill will be run to its utmost capacity the coming year.—*Zanesville Courier.*

American Enterprise.—New Steamship for China.—A new and powerful steamer of 600 tons burden, has been constructed at Collyer's yard, in this city, for Messrs. Russell Sturgis, J. N. Griswold, and others, to run as a tow and passenger boat between the ports of Shanghai, Hong Kong, Whampoa, and Canton. She has very appropriately been named the Confucius, after the great Chinese philosopher. The Confucius is expected to leave this port, in about a week from this date, under the command of Capt. Dearborne, one of her owners, who will take his family with him. She will go out loaded with coal, *via* the Cape of Good Hope and Singapore, at both of which places, Capt. Dearborne proposes to touch.—*N. Y. Com. Adv.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
New York and Erie	1st mortgage, not convertible	7	1867	118	119
Do do	2d " convertible	7	1859	106	107
Do do	Income, not convertible	7	1855	97½	98½
Do do	Convertible till 1861	7	1871	95	96
Do do	" " 1862	7	1862	97	98
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	93	95
Do do	" "	6	1860	98	
Do do	"	7	1860	95¼	
Do do			1885	91	92
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland and Erie	1st mortgage	7	1861	105	
Do do	2d " not convertible	7	1861	99¼	
Little Miami	No mortgage, convertible 1852–4	7	1858–61	117½	120
Do	" " till 1855	7	1861	117	120
Columbus and Xenia	1st mortgage, convertible	7	1859	112	115
Columbus, Piqua and Indiana	1st " convertible 1862		....	97	100
Do do do	2d "		1852	90	91
Ohio and Pennsylvania	" "	7	1865–6	108	109
Do do	Income. No mortgage, convertible	7	1872	102	103
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Indiana Central	1st " "	7	1866	99	100
Do do	" "	10	1857	101	103
Cleveland and Pittsburgh	1st " "	7	1860	104	105
Do do	Income "	7	1855	100	
Ohio Central	1st mortgage, convertible, west section	7	1861	101	103
Do	1st " " east "	7	1864	100	102
Mansfield and Sandusky	1st "	7	1860	84	87
Michigan Central	No mortgage, convertible	8	1860	111	113
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	103	105
Do Southern	1st " " "	7	1860	102	103
Northern Indiana	1st " " "	7	1860	100	101
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	98
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	100	103
Terre Haute and Richmond	1st " "	7	1866	111	112
Indianapolis and Bellefontaine	1st " "	7	1860–1	103	
Indianapolis and Lafayette	" "	7	1861	92	94
Bellefontaine and Indiana	" "	7	1866	102	105
New Albany and Salem	" on 1st section	10	1858–62	107	109
Do do	1st " on other sections, convert.	8	1864–75	95	97
Panama	1st " convertible	7	1866	127	130
Milwaukie and Mississippi	1st " " 1857	8	1862	101	105
Cincinnati, Hamilton and Dayton	1st " " till 1855	7	1861	104	106
Pennsylvania	1st " " " 1860	6	1880	107	109
Alabama and Tennessee	1st " " " 1872	7	1872	98	100
Covington and Lexington	1st " " " 1862	7	1862	98	100
Do do	2d " "	6	1862	92	95
Dayton and Western	1st " "	7	1862	95	100
Jeffersonville	1st " not "	7	1861	90	92
Evansville and Illinois	1st " convertible 1857	7	1862	86	88
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Illinois Central	1st " not convertible	7	1875	par.	
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	
Dayton and Michigan	1st " "	7	1867	94	
Marietta and Cincinnati	1st " "	7	1868	94	95
Ohio and Indiana	1st " "	7	1867	97	98
Steubenville and Indiana	1st " "	7	1865	93	
Parkersburgh	" Guar. City of Baltimore	7	....	103	104
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D.
U. S. Loan, 6s, 1856	107	107½
Do 6s, 1862	115	116
Do 6s, 1867	120	120½
Do 6s, 1868	120	
Do 5s, 1853, (int. ceases July 1)	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

State.

Alabama 5s		
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110½	111
Do 7s		
Illinois Canal Bonds, 1860		
Do do 1860, registered		
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	92
Do Interest do	62	65
Indiana 5s	99	100
Do 2½s	52	53
Do Canal Loan 6s	96	
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	9	10
Kentucky 6s, 30 years, 1871	109	110
Do 6s, 15 years	110	111
Do 6s, large bonds		
Do 5s	93	95
Michigan 6s		
Ohio 6s, 1856	104	105
Ohio 6s, 1860	109	110
Do 6s, 1870	114	117
Do 6s, 1875	115	117
Do 5s, 1856		
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	96	97
Tennessee 6s, new loan		107
Do 5s	97	98
Virginia Coupons, 6s, 1886	110⅜	110½

City Securities.

Philadelphia 6s, 1876–90	107¼	107½
Baltimore 6s, 1870–90	106	107
Do 5s	91	92
Boston Bonds, 5s	101	103
Albany 6s, 1867–9	109	110
Cincinnati 6s, 1860	103½	104
Do 6s, 1897	104	105
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
Lawrenceburgh, In., 7s	80	90
St. Louis 6s	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	97½	100
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¼	93
New York 7s, 1857	108	
Do 5s, 1858–60	100	101
Do 5s, 1870–5	103	104
Do 5s, 1890	104½	105
Savannah 7s, 1870–6		
Richmond 6s, 1882	93	94

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	
Darke, O., 7s	92	98

STOCK TABLE.—CONTINUED.

Banks.

OHIO.

Ohio Life Insurance and Trust Co	104½	106
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	108	110
Northern, and Branches	115	120
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	100	102

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	97	100
Planters'	95	100

Railroads.

	shares.	off'd.	ask'd.
Cleveland, Columbus and Cin		130	132
Little Miami	$50	119	120
Mad River and Lake Erie	50	88	90
Columbus and Xenia	50	114	116
Columbus and Lake Erie	50	55	70
Scioto and Hocking Valley	50	55	70
Bellefontaine and Indiana	50	99	101
Indianapolis and Bellefontaine	25	95	100
Indianapolis and Lafayette	50	72	75
Cleveland and Erie			
Cleveland and Pittsburgh	50	99	101
Ohio and Pennsylvania			
Cin. Wilmington and Zanesville		60	
Cincinnati Hamilton and Dayton	100	104	105
Dayton and Western	50	75	80
Dayton and Miami			
Eaton and Hamilton	25	70	75
Ohio and Mississippi	50	85	90
New Albany and Salem	50	50	60
Jeffersonville and Indianapolis	100	70	75
Madison and Indianapolis		100	102
Lawrenceburg and Upper Mississippi	50	76	79
Indiana Central	50	85	90
Do do 10 per cent	50	87	90
Peru and Indianapolis	25	65	70
Terre Haute and Richmond		105	108
Covington and Lexington	50	70	72
Illinois Central	100	130	135
Michigan Central		107	108
Michigan Southern		125	126
Ohio Central		95	100
Sandusky and Mansfield			
Northern Indiana		125	126
Pennsylvania	50	101	102
Baltimore and Ohio	100	84	85
Panama		125	126
New York and Erie	100	85	86
Nashville and Chattanooga			
Louisville and Frankfort			
Lexington and Frankfort			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Hillsboro' and Cincinnati	50	72	75
Marietta and Cincinnati			
Toledo, Norwalk and Cleveland		110	112
Junction (Ohio) Railroad		87	90
Parkersburgh			
Maysville and Lexington		60	
Macon, Georgia		106	108

N. B. It will be observed that the SHARES of the different roads vary in price, some being $25, some $50, and some $100, each. The quotations, therefore, are not PER SHARE, but upon the HUNDRED DOLLARS; thus the excess over 100 is above par, and the amount less, so much below par.

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	½prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	
American Gold		½ per cent. prem.,	
Silver		3@4 per cent. prem.	

LAND WARRANTS.

	Off'd.	Ask'd.
60 acre warrants	$163	$166
80 acre warrants	83	86
40 acre warrants	42	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, April 9, 1853.

1	Bond, for $584 84, Cin. and Whitewater Canal Co., interest to purchaser		15 00
15	Shares	Cincinnati Coal Mining Co., with 750 bushels of coal now due, and 750 bushels of coal due 1st July, 1853, not sold offered, per share	10 00
7	"	Lebanon and Springfield Turnpike stock, not sold, offered	4 50
6	Bonds, $1000 each,	Covington and Lexington Railroad, dated January 1, 1853, and payable Jan. 1, 1855, with 6 per cent. interest	86 00
40	Shares	Eaton and Hamilton R. R. stock, not sold, offered	71 50
20	"	Covington and Lexington R. R. stock,	71 00
59	"	Do do do withdrawn.	
200	"	Cleveland and Pittsburgh Railroad stock, not sold, offered	99 00
15	"	New Albany and Salem Railroad stock, not sold, offered	58 00
30	"	Lafayette and Indianapolis Railroad stock, not sold, offered	61 00
9	"	Scioto and Hecking Valley Railroad stock, not sold, offered	50 00
55	"	Lawrenceburgh and Upper Mississippi R. R. stock	passed.
5	"	Do do $37.10 int. to purchaser	80 00
20	"	Cincinnati and Hillsboro' R. R. stock, not sold, offered	69 00

Wednesday, April 13, 1853.

50	"	Cincinnati Insurance Co., old stock, not sold, offered per share	23 75
7	"	Lebanon and Springfield Turnpike stock, per share	4 50
16	"	Cincinnati Coal Mining Co	passed.
Bond	$200	Cincinnati and Whitewater Co., not sold, offered	14 50
5	shares	Ohio and Mississippi Railroad stock	90 00
3	"	New Castle and Richmond Railroad stock, not sold, offered	70 00
30	"	Cincinnati and Hillsborough Railroad stock, not sold, offered	74 50
25	"	Little Miami Railroad stock	120 25
44	"	Eaton and Hamilton Railroad stock	70 00
60	"	Indianapolis and Bellefontaine Railroad stock, interest to purchasers 6 per cent. since Jan. 1, 1853	95 00
40	"	Covington and Lexington R. R. stock	71 25
30	"	Lawrenceburg and Upper Mississippi Railroad stock, 4 months interest to purchasers, not sold, offered	79 50
20	"	Hillsborough Railroad stock	75 00

MONETARY.

In New York—Though there is a brightening up in Monetary affairs, yet the demand for money remains steady. The City Banks are getting through with their difficulties, and discount more freely, though the active demand for money keeps up the rates of interest. The supply of street capital is abundant, but rates are firm at from 8 to 10 per cent. for prime endorsed paper, and 9 to 12 for single names.

The accumulation of money in the Subtreasuries has a bad effect upon the market. The amount gathered in the various depositories of the United States, on the 28th ult. subject to the draft of the U. S. Treasurer, was $18,054,297, of which $6,127,290 35 was in the hands of the Assistant Treasurer of New York, which amount has since increased to seven and a half millions. Until this accumulation ceases, no great freedom of the market can be expected.

Foreign Exchange is advancing, and now rates from 109 to 109¾; and as money becomes more plenty, will probably continue to advance sufficiently to warrant the shipment of specie; the exports of which have been extremely light for the past month.

Transactions in Stocks have been brisk in the better classes. The consolidation of the roads composing the Buffalo and Albany line, has advanced the value of the stock of each Company considerably. We notice the sale at auction in New York, of $10,000 of the 7 per cent Bonds of the Toledo, Norwalk and Cleveland Road, at 97½; also, 100 shares of the Stock of same Company at 111; a good price for a road scarcely under way. Also, 100 shares of Cincinnati, Columbus and Cleveland Road Stock, at 130 to 130½. Also, 71 shares of Madison and Indianapolis R. R. Stock, at 100 to 100⅝. Two extensive negotiations in American Railway Bonds, (said to be the "*lines*" between Louisville and Nashville,) have been effected in London to amount of $5,000,000, at 94. What "*lines*" these can be, we are at loss to know, as we can hear of but *one* Road between those two cities; and the movements of that one have been kept very quiet, though from a reliable source, we know that all the necessary means for completing it had been secured.

In Boston, money matters remain as at our last quotations, with but slight change for the better. Prime paper, out of doors, rates from 10 to 12 per cent. on short date; borrowers being willing to pay liberally for short loans in preference to submitting to the figures asked for time transactions. The latest dates, however, indicate an improved feeling among the Banks, and money will be easier the present week.

In Cincinnati, the market presents no new feature; the Banks discount a very small portion only of the paper offered; street rates from 1 to 1½ per cent. per month. Eastern Exchange remains firm at last quotations. The Stock market has fluctuated during the week, but our closing quotations show an upward tendency.

Exports of Specie from the port of New York since Januaay 1st, 1853, is as follows:

In January	$747,679
February	1,121,020
March	590,479
Week ending April 2d	15,512
Total	$2,474,690
Against same time last year	7,052,415
Difference	$4,577,725

Penny Postage in England.—The returns for the past year give additional proof of the efficacy of the penny postage system in every respect. In 1839 the number of letters was 75,000,000; in 1840, the first year of the new system, 169,000,000; in 1845 the number reached 271,500,000; in 1850 it was 347,000,000; and in 1852 it had increased to 378,250,000.

Logansport and Oquawka Railroads. A consolidation of the Logansport and Pacific, and Peoria and Oquawka Railroad Companies has been consumated. The contract has been signed, sealed, and delivered.

Railroad Subscription.—The citizens of Knoxville, Tenn., voted on Saturday, the 26th ult., to subscribe fifty thousand dollars to the Knoxville and Danville Road, with but *one* dissenting vote.

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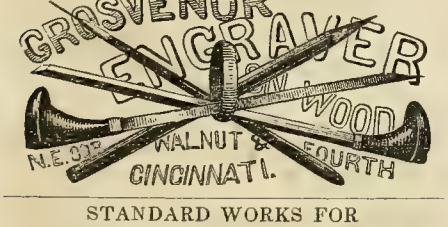
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IN PREPARATION FOR SPEEDY PUBLICATION.

I. **A Manual for Notaries Public;** embracing a Synopsis of the Law relating to Bills of Exchange and Promissory Notes; with Forms of Protest, and of Notice of Protest, &c.

II. **The Merchants' and Bankers' Almanac** for the year 1853.—This volume has been delayed with a view to furnish a more correct list of the Banks in each State.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

HOTELS.

GIBSON HOUSE.
Walnut, between Fourth and Fifth Streets,
CINCINNATI, O.
Opened March 1st, 1852.
O. H. GEFFROY,.....*Proprietor.*

WALNUT STREET HOUSE.
Walnut Street, between Sixth and Seventh,
CINCINNATI, OHIO.
J. W. SWENEY,..... *Proprietor.*
☞ This House has recently been enlarged and refitted throughout.

WINNE HOUSE.
North-East corner of Third Street and Broadway,
CINCINNATI, OHIO.
K. WINNE,..... *Proprietor.*
☞ This new, elegant, and commodious Hotel is now open to the traveling public.

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Guage, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.
Apply to J. A. & U. P. JAMES,
No. 167 Walnut st.

RAILROADS.

PENNSYLVANIA RAILROAD.
NOTICE TO EASTERN TRAVELERS.



A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
" " Cleveland " 26 "
" " Pittsburgh " 19 "

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R.,			$16 30
Cleveland	"	"	10 00
Massillon	"	"	10 00
Pittsburgh	"	"	9 50
Cincinnati	"	(Cincinnati to Pittsburgh by steamboat,)	11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, JR., & CO., Cincinnati.
February, 1853.

To Railroad Contractors.



THE Memphis and Charleston Railroad Company offer for contract the grading and masonry on 43 miles of their Road, extending from La Grange, Tennessee, eastwardly.

Bids will be received at La Grange, until May 25, 1853.

Twelve months time will be given for the completion of contracts.

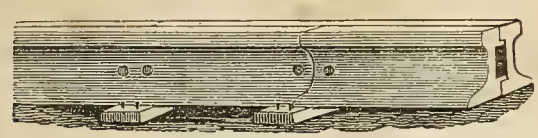
Payments in cash monthly, with a reservation of 20 per cent. until final estimate.

By order of the Board of Directors.

JAMES F. COOPER,
Chief Engineer.

Huntsville, Ala., April 8, 1853.—ap4-7t.

WINSLOW'S PATENT COMPOUND RAIL.





THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track;—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton — thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 2.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton $0 60
Dayton 1 50
Indianapolis 4 50
Springfield 2 00
Urbana 2 30
Terre Haute 6 50
Sandusky 4 75
Greenville 2 50
Lafayette 6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
6*mr3 Superintendent.

Notice to Railroad Contractors.

SEALED Proposals will be received by the undersigned, at their office, corner of Main and Court Streets, Cincinnati, until May 6th, 5 o'clock, P. M., for the graduation and masonry of about 20 miles of the Dayton and Cincinnati (short line) Railroad, from Dayton to Franklin. The line will be divided into sections from 2 to 3 miles in length. Estimates made once in each month in cash. Profiles and specifications will be ready for examination on and after the 25th of April.

The balance of the road, about 30 miles, will soon be ready to be put under contract.

FERRELL & DUNHAM,
Contractors for D. and C. (short line) R. R.
Cincinnati April 4, 1853.—ap14-4t

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

FULTON CAR MANUFACTORY,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Open and covered Freight Cars, four or eight-wheeled Crank and Lever Hand Cars, Trucks, Wheels, and Axles, and Railroad Work generally.

Cincinnati, Ohio, April 14, 1853.—†ap14.

TO CONTRACTORS.

La Crosse and Milwaukie R. R. Co.

PROPOSALS will be received at the office of the Engineer of said Company, in the city of Milwaukie, up to the 10th day of May next, for the grading, bridging, superstructure, station houses, water stations, and equipments of the first division of the La Crosse and Milwaukie Railroad, extending from the city of Milwaukie to Portage City, on the Wisconsin river. Propositions will also be considered for the grading in sections, and for the superstructure and buildings separately.

By order of the Board.

J. L. BEAN, Pres't.
Milwaukie, April 6, 1853.—ap4-4t

LOCOMOTIVE LANTERNS.

I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-Plated Reflectors, Copper Cases, and in every way equal to the best manufacture in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,

Mr24tf Chief Engineer.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the office of the Clinton Line Railroad Company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging, and superstructure of their entire road from Hudson to the Pennsylvania State line.

Plans, profiles and specifications will be exhibited, and all requisite information given at the office of the Company in Hudson, on and after the 10th day of May next.

By order of the Board of Directors.

H. N. DAY, President.
W. B. BRINSMADE, Engineer.

Hudson, March 20, 1853.—6t

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
Texas.....1400 " ....Capt. James Lawless,
Perseverance.1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

Land at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.
Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,
In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

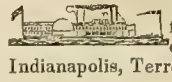
☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—200 kegs Shoenberger's and Wheeling Nails.

For sale by TYLER DAVIDSON & CO.,
†Mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD, JACOB L. FLORANCE, LAWRENCE JOHNSON, BENJAMIN W. TINGLEY, JAMES DEVEREUX, AMBROSE W. THOMPSON, WM. M. GODWIN, GEORGE M'HENRY, PAUL B. GODDARD, OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

Lightner's Patent Axle Boxes,

FOR RAILROAD CARS.

THE attention of those engaged in building and using Railroad Cars is called to this

PATENT AXLE BOX,

As possessing numerous advantages over all others. Among which we enumerate the following:

First. The original cost is much less.
Secondly. It saves seventy-five per cent. in oil.
Thirdly. No dust can gain access to the journal.
Fourthly. It prevents all possibility of "*heating*" the journals.
Fifthly. Its construction is simple,—not liable to become loose by service, and allows a free inspection of the journals and boxes.
Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars.
Seventhly. The trucks and wheels are free from oil and dirt usually seen on railroad cars.

The following Testimonials from a few of the Roads using these Axles are offered, viz.:

This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

The bearings may be removed from the journals of an eight wheel car, examined, and returned to their places, by one man, occupying but twenty minutes, which would require two men half a day with the common boxes in use in New England.

For economy and convenience, Mr. Lightner's patent axle boxes excel any thing which has hitherto been applied to Railway Cars.

Signed, PAGE LOVEJOY,
Supt. Car Building and Repairs
Old Colony R. R. Co.

Office of the Fitchburg & Worcester R. R.
Fitchburg, June 2, 1851.

H. F. ALEXANDER, Esq.—Dear Sir: The Lightner Box has been in use upon our railroad during the last year, and has given entire satisfaction. We find our engines and cars require much less power to move them than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore, as a matter of safety, we have the boxes examined once a month, and oiled if necessary; the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances, they have run more than sixteen thousand miles without being oiled or sustaining any injury.

Yours Respectfully,
IVERS PHILLIPS. Pres't.

PIERMONT, 25th October, 1852.

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AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 8. CINCINNATI, THURSDAY, APRIL 21, 1853. Vol. 1.

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NOTICE TO RAILROAD COMPANIES.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

THE SCIOTO VALLEY.

ITS RESOURCES AND RAILROADS.

The valley of a stream, as we have described it, is all the surface irrigated by its waters. This surface bears a peculiar relation to that stream geologically, so that its products and its commerce are generally homogeneous in all its parts. Thus the valley of the Miamis is limestone; that of the Scioto is sandstone, and though there are the same agricultural products in each, yet there is obviously to the eye, considerable difference in their characteristics.

The headwaters of the Scioto interlock with those of the Little Miami. The Scioto rises near the line of Hardin and Auglaize counties, and passes into Marion and Delaware, receiving branches from Morrow. The counties of this valley, with their population, are as follows:

	1853.
Delaware	23,400
Fayette	15,000
Franklin	46,100
Hardin	10,500
Highland	27,200
Jackson	15,000
Madison	10,500
Marion	13,100
Morrow	21,500
Pike	12,000
Pickaway	21,500
Ross	34,000
Scioto	22,000
Union	14,000
Total	285,800

The surface drained is about 7,000 square miles, and as a whole is remarkably fertile. The present population is 41 to a square mile. It would be very easy on this territory to sustain 200 to a square mile, which would give a million and a half to the Scioto valley. The valley is now used for very different productions, and in future this feature will be exhibited in a much greater degree. Of the fifteen counties above enumerated, *six*, viz: Madison, Union, Fayette, Hardin, Marion and Pike, are used almost exclusively for *grazing*, and immense herds of cattle may be seen in them in the summer time. All the residue are more or less *grain* districts, except Jackson, which is distinguished for its coal and iron.

The corn and wheat of the Scioto valley, as returned by Auditor of State for 1852, were as follows:

		Wheat.	Corn.
Delaware,	(bushels,)	175,567	756,323
Fayette,	"	119,180	1,570,114
Franklin,	"	275,781	2,068,376
Hardin,	"	98,809	211,558
Highland,	"	304,201	1,699,554
Jackson,	"	94,163	428,313
Madison,	"	83,257	822,826
Marion,	"	108,204	605,266
Morrow,	"	246,995	449,067
Pike,	"	45,708	881,026
Pickaway,	"	295,964	3,007,410
Ross,	"	296,430	3,460,486
Scioto,	"	29,117	1,023,540
Union,	"	122,826	589,002
Total bushels		2,296,201	17,472,861

The aggregate amount of corn and wheat grown in these fourteen counties, is 19,769,-062 bushels, which is nearly one-fourth of all grown in the State. The counties of Ross and Pickaway are the largest grain-growing counties in the State. The three counties of Ross, Pickaway and Franklin, make the heart of the Scioto valley, and the aggregate amount of corn and wheat raised in these three counties, is *nine millions three hundred and twenty-five bushels*, being just one ninth part of all raised in the State.

These three counties contain about 1,350 square miles, which is 864,000 acres. Of this surface, 273,344 acres are planted in corn and wheat. In 1852 the wheat land averaged 15 bushels to an acre, and the corn land 45 bushels. The wheat was below the average of the State, while the corn was far beyond the average. It appears that in these counties, *one third* the entire surface is *ploughed* and *planted* in corn and wheat.

The live stock in the Scioto counties is as follows:

	Cattle.	Sheep.	Hogs.
Delaware	13,570	51,007	18,192
Fayette	15,409	38,260	23,664
Franklin	14,849	26,811	35,722
Hardin	4,538	7,072	10,163
Highland	13,393	27,925	35,589
Jackson	9,092	16,152	9,205
Madison	15,142	51,818	15,880
Marion	11,429	70,907	17,216
Morrow	13,059	65,849	13,964
Pickaway	27,207	25,236	38,674
Pike	5,478	9,673	14,514
Ross	22,477	23,617	46,018
Scioto	6,775	9,152	10,663
Union	9,707	23,605	14,195
Total	182,126	447,083	303,656

The Scioto valley, therefore, contains one *sixth* part of the cattle, one *eighth* of the sheep, and one *fifth* of the swine of the State. In proportion to population, it contains more

of cattle and hogs, and less of sheep, than the general average.

Columbus, the seat of Government for the State, is the largest town of the Scioto valley; but Chillicothe is the one where most produce, the growth of its own section, is shipped. More produce is *cleared* at Chillicothe on the Ohio canal, than from any other point in the valley, and when the Cincinnati and Marietta Railway is finished, it will find a large freight at Chillicothe, seeking an outlet in that way.

Railroads of the Scioto Valley.—When the roads now in course of construction are finished, the Scioto valley will have facilities for internal transportation, unsurpassed in the United States. *Every county* in the valley will be intersected by railroads through their county seats! and these are all long lines, reaching to every part of the United States, north and south. The following recapitulation of the Railroads, either finished or undertaken, through the Scioto valley, will, we think, in its bearings on that country, surprise some of our readers:

1. The Mad River and Lake Erie Railroad, intersects the county of Hardin, the northwest county of the valley, and passes through its county seat.

2. The Bellefontaine R. R. passes through Marion and Morrow.

3. The Springfield, Delaware and Mount Vernon Railroad passes through Union and Delaware counties.

4. The Xenia, Columbus and Cleveland Railroad passes through Madison, Franklin, Delaware and Morrow.

5. The Wilmington and Zanesville Railroad passes through Fayette and Pickaway.

6. The Cincinnati and Marietta Railroad passes through Highland and Ross counties.

7. The Hillsborough and Parkersburgh R. R. passes through Highland, Pike and Jackson counties.

8. The Scioto and Hocking Valley Railroad passes through Scioto and Jackson counties.

The Scioto will be crossed by railroads at Kenton, Delaware, Columbus, Circleville, Chillicothe and Piketon. Of these points, Chillicothe will furnish the most commerce.

The above lines of railroad, (with their connections in Ohio only,) will make at least 2,000 miles of railway. This is a part of the really grand system of railways now constructing in this State, which may well be styled the gateway of the Union.

Except at Columbus, the greater part of the Scioto valley has been, in regard to enterprise, in rather a sleepy state. Yet, notwithstanding this quiet state of things, it has grown vigorously, and in the accumulation of wealth, prospered quite as much as any other section. The Hocking Valley Railroad, the Cincinnati and Marietta line, and the Hillsborough, will rapidly tend to develope the mineral resources, east of the Scioto, and manufacturing towns will rise to importance, where there is now a wilderness. This manufacturing population will aid in consuming that immense supply of corn and wheat, grown in the valley. The Scioto county affords even yet many opportunities of profitable investment; and the towns of Chillicothe and Portsmouth are both on the verge of a period in which their commerce and population will be increased with great rapidity.

Railroads.

OHIO RAILROADS;

COMPLETED OR CONSTRUCTING, AND SURFACE DRAINED.

We have been inquired of, as to the exact number of railroads, and their several directions, either completed or fairly undertaken in Ohio. So rapid is the construction of Railroads here, and so numerous are the new schemes, that it is almost impossible to determine their precise condition. But we shall make an attempt, and while the distances may not be exact, they will be near enough for general ideas. We shall add to the account, as near as we can get, the *number of population and square miles drained* by each, allowing for all *the competition* among them, when all are completed.

Any one who glances at the map of the United States, will see at once that there are peculiar geographical reasons why Ohio should have an extraordinary amount of railways.

1. It lies between the Ohio river and lake Erie; thus connecting the commerce of the North with that of the South.

2. It is the gateway between the East and the West, which must be gone through, unless the almost interminable mountains of Virginia be all crossed at an immense expense.

3. The fertility and cultivation of the land, with the great population of the State, affords business for a large amount of railways, and invites capital for such investments.

These reasons are sufficient to account for the great extent of railways undertaken in Ohio, and will probably be sufficient to make them very profitable, unless, as some fear, there are too many opened even for such great advantages. In the State of Massachusetts, there is a *mile* of railway to every *seven square miles of surface.* If this rule were applied to Ohio, we might have nearly *six thousand* miles of railway; but it must be recollected, that in Massachusetts, railway profits are reduced to a *minimum*, and that many of the stocks are below par. If we suppose, as we well may, that the superior agriculture of the State, and the cheaper construction of the railroads will enable us to sustain in proportion to the surface, as in Massachusetts, we may nevertheless assume that *six thousand* miles of railway in Ohio, is as much, as is at all likely to be profitable.

From the geographical reasons given above, it is obvious that nearly all the railroads of Ohio will run in two directions, either north and south, or east and west; the former connecting the Lakes with the Ohio, and the latter the cities of the West with the cities of the Atlantic. In the construction of railroads here, the great strife has been *for the trade of the West with the cities of the Atlantic.* Thus the Lake lines were supposed the best communications with New York and Boston, and the East and West lines with Philadelphia and Baltimore. In this way we have *eleven lines* of railway, which cross, or intend to cross the whole State of Ohio, and whose aggregate length is about 2,200 miles, independent of branch and lateral roads, which also make up a vast amount.

In the following table, we have endeavored to give pretty accurate views as they will be when constructed:

Roads.	Miles complete.	Const'g.
1. Little Miami R. R.	83	—
2. Xenia and Columbus	55	—
3. Columbus and Cleveland	135	—
4. Cincinnati and Dayton	60	—
5. Mad River and Lake Erie	156	—
6. Findlay Branch of do	16	—
7. Sandusky and Mansfield	56	—
8. Columbus and Lake Erie	61	—
9. Cleveland and Pittsburgh	99	—
10. Akron Branch	14	90
11. Scioto and Hocking Valley	16	109
12. Cleveland and Erie	68	—
13. Toledo Norwalk and Cleveland	88	—
14. Ohio and Pennsylvania	137	—
15. Bellefontaine and Indiana	—	118
16. Springfield and Mount Vernon	—	108
17. Ohio and Indiana	—	110
18. Central	59	82
19. Pittsburgh and Steubenville	—	110
20. Wilmington and Zanesville	—	130
21. Columbus and Piqua	—	100
22. Cin., Marietta and Wheeling	—	255
23. Hillsborough and Parkersburg	37	120
24. Ohio and Mississippi	22	—
25. Hamilton and Eaton	37	—
26. Dayton and Miami	46	—
27. Dayton and Western	20	—
28. Toledo and Cleveland	—	100
29. Dayton Short Line	—	52
30. Cincinnati and Xenia	—	50
31. Troy and Michigan	20	50
32. Eaton and Piqua Branch	—	35
33. Springfield and Columbus	—	20
Aggregate	1,285	1,719
Total	3,024 miles.	

There are other roads advertised for contract, which, perhaps, may be included; but these are all that we think may be considered as actually under way.

It will be seen that there are five lines North and South, and seven lines East and West, which are continuous, besides others which continue part of these.

1. Nos. 1, 2 and 3 make the Cincinnati, Cleveland and Columbus line, 254 miles.

2. Nos. 4 and 5 make the Cincinnati, Dayton and Sandusky line of 216 miles.

3. Nos. 7, 8 and 11 make up the Ports-

mouth, Newark, Mansfield and Sandusky line, 242 miles.

4. No. 9 is the line from Cleveland to Wellsville, 99 miles.

5. Nos. 4 and 31 will make the Cincinnati, Dayton and Toledo line, 230 miles.

6. Nos. 12 and 13 make the Lake Shore Line from Toledo to Cleveland, 154 miles.

7. Nos. 14 and 15 make a continuous line from the Pennsylvania Cntral R. R . to In diana, 255 miles.

8. Nos. 1, 16 and 14 in part, make a line from Cincinnati to Pittsburgh, *in Ohio*, 295 miles.

9. Nos. 14 and 17 make a line from Pittsburgh to Fort Wayne, (in Ohio) 247 miles.

10. Nos. 1, 2, 19 and part of 18, make the Pittsburgh, Steubenville and Cincinnati line, 265 miles.

11. Nos. 18 and 21 make the Central line from Wheeling to Indiana, (in Ohio,) 251 miles.

12. Nos. 20 and part of 1 and 18 make a line from Cincinnati to Wheeling, 249 miles.

13. No. 22 is a line from Cincinnati via Chillicothe to Parkersburgh and Wheeling, 255 miles.

14. No. 23, with part of 1, makes a line from Cincinnati via Hillsborough to Parkersburgh, 180 miles.

There are, then, *fourteen main lines*, five of which run north and south, and nine east and west. Together, they make *three thousand one hundred and eighty-four miles*. *Parts* of each of these lines are *repeated* in the count, so that, in fact, there are, in these routes, several hundred miles less of actual rail.

The State is divided north and south by these lines, into *six spaces or columns*, and east and west into *eight* such spaces. The breadth of the east and west columns is 25 miles, (average,) and of the north and south 40 miles average. If the east and west roads were *averaged*, and an allowance made for *half the intersections* only to east road, the east and west lines would have 3,315 square miles east, and the north and south lines 3,418 square miles east. In fact, however, they are by no means equally divided. The ACTUAL NUMBER OF SQUARE MILES DRAINED by some of these main lines, is as follows:

Lake Shore Line via Norwalk and Grafton, 1,150 square miles.

Pennsylvania and Ohio, Bellefontaine and Indiana, 3,875 square miles.

Pittsburgh and Steubenville, east of Newark, 1,200 square miles.

Central Line from Columbus to Wheeling, 2,000 square miles.

Wilmington and Zanesville Line, from Morrow to Zanesville, 1,400 square miles.

Cincinnati and Marietta Line, from Blanchester to Wheeling, 2,770 miles.

Hillsborough and Parkersburgh Line, from Blanchester to Parkersburgh, 1,650 miles.

Cincinnati to Toledo, 4,600 square miles.

Cincinnati to Sandusky via Xenia and Springfield, 3,200 square miles.

By looking into the *density* of population in each of these districts, and the *surplus* productions in the same, it may be very accurately calculated what business *their* own districts will afford. As to *through* business, it is always a matter of uncertainty, dependent on competition.

It may safely be calculated, that the lines running to Philadelphia will take nearly half the *through eastern* business, because a considerable part of the freights to New York will pass there, as well as all that belongs to Philadelphia. The residue will be divided between the Northern lines and the Baltimore route. The Ohio and Pennsylvania Railroad on one hand, and the Cincinnati and Marietta on the other, must, of course, receive a heavy share in the business which passes from and to Ohio, in and out of Pennsylvania. These calculations may, however, be made by any one who will examine the elements of the problem.

MEMPHIS AND CHARLESTON R. R. CO.

The annual meeting of the shareholders of this Company was held at Huntsville, Ala., a few days since. Very full, lucid, interesting and able reports were read by the president, Col. Mills; Maj. Cooper, the engineer; and the secretaries at Memphis and Huntsville. The exhibit made of the condition, and progress of the road was indeed gratifying. The reports show that the portions of road completed are exceeding all calculations as to profit.

Maj. Cooper, in his report, showed that he had, by actual survey, and accurate estimates, found a *new route* beyond Tuscumbia to La Grange, Tenn., which is ten miles *shorter*, and will cost $650,000 *less* than the Holly Springs route—all in Alabama and Tennessee, too, except 30 miles. It is quite evident that the route indicated by this report will be selected by the stockholders, as far as it lies within the two States named.

We are pleased to learn of the undoubted success of this road; its connections are very important ones, and cannot fail to be profitable to the stockholders. We shall look for a copy of the report when ready, when we shall notice the road more at length.

CINCINNATI AND INDIANAPOLIS RAILWAY. The election for officers of this road took place on the 2d inst., and resulted as follows:

GEO. G. SHOUP, President.

MOSES J. KELLEY, Secretary.

J. G. BANES, Treasurer.

The work will now undoubtedly be vigorously prosecuted, and soon give us a *direct* communication with Indianapolis via Brookville.

HUDSON RIVER RAILROAD.

Four first class locomotives have been added to this road. The regular fare is one one dollar and fifty cents. This road employs 224 "flag men," stationed at intervals along the whole length of the line. Just before a train is to pass, each one walks over his "beat," and looks to see that every track and tie, every tunnel, switch, rail, clamp and rivet, is in good order and free from obstruction. If so, he takes his stand with a white flag and waves it to the approaching train, as a signal to "come on"—and come on it does, and may, at full speed. If there is anything wrong, he waves a red flag, or at night a red lamp, and the engineer on seeing it, promptly shuts off the steam, and sounds the whistle to "put down the breaks." Every inch of the road is carefully examined after the passage of each train.

The Express train on this road which left New York at 6 o'clock Monday morning, 11th inst., reached Albany in 171 minutes, running time, being an average of a mile in less than a minute and a quarter. If the stops had not been made, Albany would have been reached before 9 o'clock. The following is the time between them:

From 31st street* to Peekskill...	40 mls.	44 min.
From Peekskill to Poughkeepsie.	32 "	40 "
From Poughkeepsie to Hudson..	41 "	52 "
From Hudson to Albany.....	28 "	35 "
Total.....	141	171

* From 31st street to depot in the city of New York is about 3 miles.

The admirable police arrangements along the line of this road, renders a high velocity as safe as a much slower one upon other roads. So perfect are these arrangements, that the engineers feel every confidence in putting the locomotives at their best speed, knowing that ample warning will be given of any obstruction along the line.

This police arrangement is expensive: but it is absolutely necessary to the success of this road that it should outstrip its competitors, the steamers on the river; and this can only be done with safety and economy by this liberal outlay. This competition has been recently developed on several routes leading from our city; when will similar precautions against accident be adopted upon them?

NEW ALBANY AND SALEM RAILROAD.—The southern division of this road is now completed to Bedford, and will, during the present season, be finished to Gosport. The northern division is completed 60 miles southwardly from Michigan City, leaving only some 37 miles to Lafayette yet incomplete. The entire line is expected to be completed in July next, when an uninterrupted communication can be had by railroad from Cincinnati or Louisville to Chicago.

RAILWAY CURVES.

In this age of railway progress, when railroads are no longer considered mere temporary expedients, but fixed facts, intended for the use of future generations; when every thing connected with railroad construction and equipment should receive, and is receiving, the attention of scientific men; the subject of "*Railway Curves*," heretofore much neglected, is taking the place to which its importance in railway economy entitles it.

In the earlier periods of railroad effort but slight attention was paid to straightness—so little, indeed, that in some instances within our own knowledge it would seem that the engineer's aim had been to see how serpentine a road could be made;—around every hill or swamp met with in the line of the road a detour was made; thus, though making a small saving in the original cost of construction, yet, at the same time, not only increasing the much heavier permanent expense incident to curves, but rendering the road liable to numerous objections, such as

The increased wear and tear of the track, as well as of the rolling stock, caused by the increased and unequal resistance of the curves.

The greater length to be run, and the necessarily increased expenditure of power and time; and

The numerous accidents incident to, and almost inseparable from railroad curves.

Curves are a necessary evil on almost every route, as in narrow, sinuous valleys with rocky banks, or projecting hills, where the expense of cutting or tunneling would not be warranted; but in very many instances, on some new, as well as old roads, they occur more frequently than is requisite, and are much sharper, or of less radius than safety would indicate. No curve should, when possible, have a radius of less than 1800 feet; over such an one cars may pass at the rate of 30 miles an hour without any great risk; but on shorter curves the speed must be checked.

We will now proceed to consider the subject in the order of objections as above stated.

First. The increased wear and tear of the track, as well as of the rolling stock, caused by the increased and unequal resistance of the curves.

It is evident from the oblique manner in which the motive power is communicated by the engine to the cars that the resistance must be greatly increased; and that the *outer* wheel must revolve further, and consequently faster, than the *inner* one, which—as car wheels are fast to, and turn with the axle—must slide by an amount equal to the difference in the lengths of the outer and inner rails of the curve. This resistance is partially remedied, however, by the inner diameter of the wheel being greater than the outer, so that on the curves the *outer* wheels run on their greater, and the *inner* ones on their lesser diameters; and also, by allowing a play of an inch or less between the wheels and the rails—though in this case much greater strength of superstructure is necessary to prevent the rails from spreading apart; or, by raising the *outer* rail above the line of the inner one, thus equalizing the pressure—but this again is only true at a given rate of speed. Yet notwithstanding this relief, the resistance is still very great, being as 7 to 1.

The resistance of a curve, a full mile in radius, to a car at speed of 25 miles per hour, is equal to the ascent of a grade of 9½ feet per mile, while on a radius of 700 feet it equals a grade of 77 feet to the mile, at the same speed. Thus much for theory, now for facts. We have a good illustration of the truth of this theory in Mr. Brodhead's article on "Railway gauges," on page 84 of our 6th number. He says:

"I passed over portions of the New York and Erie Railroad last season, on foot, for the purpose of examining the effect produced on the rails, and especially on the curved portion, by the passage of the trains. I was surprised to find that the flanges of the wheels acted, to a greater extent than I had before seen on the narrow gauge, as a plane to shave off the inside of the top of the outside rail in consequence of the increased resistance by reason of the extra width, and found that a shaving of iron was left in the track for nearly the entire length of the curve after the passage of the train.

"Now it requires some considerable power with a sharp edged tool in a planing machine, to cut off a shaving of the same size; how much power then must have been exerted to produce a like result by pressing the smooth surface of the flanges of the wheels against an equally smooth surface of the rail?"

But it may be urged that this experience refers to broad gauges only, where the resistance of curves is acknowledged to be greater than on the narrower gauges. Well, hear what the Charleston, S. C., *Mercury* says upon the subject:

"To illustrate the fearful conflict of forces, when trains are moving at speed over curves, we need go no further back than the deplorable catastrophe of last Sunday on the Baltimore and Ohio Railroad. All the leading facts are embodied in the following brief extract:

'The train consisted of a baggage car and three passenger cars, and was in charge of the most cautious and skillful conductor on the road, to whom no blame can possibly be attached. The cars were drawn by one large and one small engine. When passing the 80 feet filling on section 66, and descending a curved grade of 116 feet to Cheat river, the large engine started the nails binding the rails to the chesnut crossties. All the cars got over safely except the last two passenger cars, which, by the parting of the track were thrown down the river side, falling a distance of over 100 feet, and making four somersets in their fearful descent.'

There appears here to have been a combination of two difficulties—a heavy grade and a considerable curve. The road is a new one, and has been built for strength and endurance. But observe how frail it was under the great momentum of a train at speed. The engine wrenched out the fastenings of the rails, and left a ruinous track behind it. Every one has felt in a train rapidly moving, a sharp hard sound, like that of a trip-hammer working so fast that its blows made almost a continuous noise. This is the beating of the wheels upon joints of the rails, necessarily left rather loose to allow for expansion in hot weather. This furious resistance to so slight an irregularity, shows what must be the grinding, dislocating power of a heavy train moving over an abrupt curve, where the inner and shorter rail has the whole weight of the movement thrown upon itself."

We have endeavored to show the wear and tear of curved tracks; a few words now as to its effects upon the rolling stock. Another quotation from Mr. Brodhead's article, before referred to, will suffice on that point. Speaking of the Erie road, he says—and it applies with equal force to other roads:

"Most of the axles which are broken are, in my opinion, first cracked by the twisting strain which is exerted upon them in passing around the curves, and afterward fail when they receive the least shock, which may occur, perhaps, on a straight line."

Second. The greater length to be run, and the increased expenditure of power and time.

This objection may at first sight seem trivial; yet such is not the fact. Every yard of road run is an addition to the running expense, aside from our first objection. The increased resistance caused by the curves, and the danger of rounding them at high velocities, renders a checking of the speed necessary, and a consequent delay and loss of time to each train at every curve, which, though not large in each separate instance, amounts in the aggregate to no small item, in these days when the aim is to annihilate time as well as space. The increased power necessary to round a curve, especially with a long, loaded train, is very great, as can be inferred from the illustrations of our first objection.

We come now to our *third* and most important objection, viz:

The numerous accidents incident to, and almost inseparable from railroad curves.

The danger of running off the track is much increased by curves, even of large radius, especially at high rates of speed. The momentum of the cars impels them onward in a straight line; and they are maintained within the rails only by the flanges of the wheels, and the firmness of the outer rail, the resistance of which gradually compels them to follow the curvature of the road. Should the impetus exceed the resistance, or should an inequality in the joining of the rails, or any other impediment present itself, sufficient to change the direction of the cars, the cars *must* leave the track; and when this curve occurs at the foot of any considerable inclina-

tion, where the cars must necessarily come upon it at an accelerated velocity, or when the curve is upon the edge of a precipice, as was the case on the Baltimore and Ohio Road, where the accident quoted above occurred, the risk is increased to a great degree.

This portion of our illustration of the first objection is equally pertinent here, as showing the cause of that terrible accident to have been the parting of the rails induced by the pressure upon them consequent upon the abruptness of the curve.

Of the danger of rounding curves at speed, we had an instance on the New London, Passumpsic and Willimantic Road on the 17th of March last. The road, where the accident occurred, winds along the banks of the river Thames. The train was under full headway, when, without any apparent cause, other than the curvature, the engine and tender were hurled from the track—fortunately becoming disengaged from the cars — into a house by the roadside, tearing away the entire side, and burying its huge fragments in the interior of the building. The good woman of the family, "upon household cares intent," was undoubtedly somewhat surprised at this unexpected call, which deposited her, along with the fireman, among the barrels, tubs, &c., in the cellar below. The woman was hurt, but not dangerously, though it is a marvel she was not killed. The engine was a perfect wreck.

How many accidents do we hear of, arising from the breaking of axles? and what source more productive of broken axles than railway curves? Yet all these, prolific sources of accident as they may be, scarcely equal, in fatality at least, the danger of collisions on roads where every abrupt curve, by concealing the track ahead, becomes a trap for the trains.

"Of this," says the *Mercury*, "the late English papers furnish an example which occurred on the Bristol and Birmingham Railway. A train met with an accident which compelled it to stop. Here is what followed:

'It so happened that at this very time an engine, which the previous evening had gone up the line for the purpose of assisting a heavy baggage train up the steep incline, was in the act of returning to the engine house at the Bristol station.

'The driver of this engine, being wholly unaware of any stoppage on the line, and the morning being very foggy, did not see the disabled train till just as he was turning a sharp curve near the Mangotsfield station, and had arrived within a very short distance of it.—He applied the breaks, and did all in his power to stop the engine and avert a collision, unhappily in vain, for it ran into the train with alarming violence, completely smashing the last two carriages all to pieces.'

"The consequence was that two persons were killed outright, and seven others badly maimed and bruised. It is highly probable that it was the sharp curve which had disabled the train in the first instance, but at any rate it was that which prevented the engineer from seeing what was before him, and so caused the catastrophe."

We might cite hundreds of cases of accidents attributable to the same causes; but we deem what we have given as sufficient illustration of the danger of curves on railways over which express trains run especially.

As we before remarked, curves are necessary evils; and when used should be made as large as circumstances will possibly admit; and under any circumstances the rails should be of the heaviest and best manufacture, and securely fastened to the ties. A change, and a radical one too, we are pleased to see, is about taking place in the locating of roads; one that will do away with curves in a great degree. We refer to the numerous *air lines* which, without reference to mountains, streams, or swamps, aim for the most direct line from point to point, over the shortest possible space. How far these lengthened lines of direct intercommunication will be profitable, remains to be seen.

Short Line Road from New York City to Syracuse.—The Railway Times says, Mr. E. N. Serrell, Engineer, is now engaged in making surveys from Hoboken to Syracuse via Sufferns, Montgomery county, "The Traps" on the Shawangunk Mountains, and Delhi. We are informed that this route will be 110 miles shorter than any other between the termini, and that the grades and curves will be favorable. If this route proves as feasible as its friends anticipate, it will be of very great advantage to New York and Syracuse, as well as to all the counties through which it will pass. By reference to the map, it will be seen that six of the interior counties, now without any railway communication, will be traversed by this line. The country through which it is to pass, is said to be capable of sustaining a railway without reference to the through travel, which on such a line must be very great. The people of the country through which the road is to go, are paying the cost of making the exploration.

Newport and Maysville R. R.—Chas. B. Childe, Esq., has been appointed Chief Engineer of this road, and has received instructions to execute a preliminary survey of both the "river" and the "ridge route," and report the result, with the necessary maps, plans, estimates, &c., &c., so that the comparative merits of the two routes may be exhibited. The charter requires that the road shall be located on the shortest and most practicable route.

This will be a very important link in the connections of the Kentucky roads, and Mr. Childe, the engineer, is a very competent person to conduct the preliminary survey.

RAILROAD EARNINGS.

The following statements of receipts upon various roads will give an idea of their prosperity, and the value of railroad stock as an investment.

OHIO AND PENNSYLVANIA RAILWAY.

The receipts in March, 1853, were	$38,743 68
Corresponding month last year	17,031 75
Increase	$21,711 93

The foregoing statement excludes the sums received for other companies.

Receipts in the first quarter of 1853	$96,133 72
Do do do 1852	37,763 34
Increase	$58,370 38

BALTIMORE AND OHIO RAILROAD.

The business on this road during the month of March was unprecedentedly large. The official statement is as follows, in round numbers:

Receipts on main stem, for March	$216,000
Receipts on the Washington Branch	54,000
Total receipts for March	$270,000
This is an increase on the main stem, over the month of March, 1852, of	$97,000
And on the Washington branch of	23,000
Total increase	$120,000

The large receipts on the Washington branch arose mainly from the travel growing out of the inauguration of President Pierce, and are larger than the receipts from the inauguration of President Taylor by $11,000. The total receipts for the month are larger by $80,000 than in any previous month since the road was constructed. We learn that the receipts for the present month of April, according to existing indications, will not fall much short of $350,000.—*Balt. Amer.*

LITTLE MIAMI RAILROAD.

The following are the receipts of this Company:

For the week ending April 2, 1853	$11,311 30
Do do April 3, 1852	9,183 07
Increase, 23 per cent	$2,128 23

ERIE AND NORTHEAST RAILROAD.

The receipts of this Company are as follows, viz:

In Jan. 1853—Passengers		$6,462 46
Freight		9,144 33
Express, mail, &c.		745 86
		$16,352 65
In February, 1853—		
Passengers	$7,393 81	
Freight	10,156 54	
Express, mail, &c	807 56	
		18,357 92
Increase over January		$2,005 27
March, for passengers		$12,274 97
Increase over February		4,881 15

Freight, &c., probably about same as February. Exact amount not yet ascertained.

This is a link in the Lake Shore Road from Cleveland to Dunkirk, and only 19 miles in

length—from Erie to the New York State line.

MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R.

The receipts of this Company show an excess of about $12,000 on the estimate. The figures are as follows:

Passengers and mails	$66,697 50
Freight	20,169 00
Total	$86,866 50

The receipts of March, 1852, when the road was not open to Chicago, were $27,516. The aggregate receipts for January, February, and March have been:

Passenger and mails	$142,934 50
Freight	52,566 00
Total	$195,500 50

Against about $71,000 in the same months of 1852.

PHILADELPHIA AND COLUMBIA RAILWAY.

The following shows the collections of this road for the month of March, and for the fiscal year from 30th November last:

Amount as per last report	$72,374 58
Amount for month ending March 31, 1853	62,594 27
Whole amount since Nov. 30, 1852	$134,968 85
Same time last year	105,680 33
Increase	$29,288 52

If this rate of increase is continued throughout the year, a very handsome aggregate will be added to the State revenues.

TOLEDO, NORWALK AND CLEVELAND RAILROAD.

The receipts of this Company for the month of March are as follows:

For passengers	$34,560
For freight	6,603
For express and mail	2,358
Total	$43,521

GALENA AND CHICAGO UNION RAILROAD.

The earnings for March are as follows:

Freight	$11,819 24
Passengers and mails	16,407 35
Total	$28,226 59

The earnings for March, 1852, were:

Freights	$14,034 56
Passengers and mails	7,725 94
Total	$21,760 50

This gives an increase for March, 1853, of $6,466.09.

MACON AND WESTERN RAILWAY.

The earnings of this road for the month of March, 1853, were from the following sources:

From passengers	$6,815 13
From mails	1,080 04
From freight	18,697 54
Total	$26,592 71
Corresponding month last year	26,402 77
Increase	$189 94

MICHIGAN CENTRAL RAILROAD.

The total earnings of this road were as follows:

March, 1853	$59,469 06
March, 1852	28,395 26
Increase	$31,073 79

The earnings of the first four months of the fiscal year 1853, were as follows:

1853	$201,433 89
1852	113,274 72
Increase for 1853, 78 per cent	$88,159 14

CLEVELAND AND PITTSBURGH RAILWAY.

Earnings for March, 1853, compares as follows with that of the previous year:

Earnings, March, 1853, were	$31,669 52
March, 1852	15,740 25
Increase	$15,929 27

NORWICH AND WORCESTER RAILWAY.

The comparative statement of the earnings of this road for the month of March, is as follows:

Earnings, March, 1853	$25,436 12
March, 1852	22,829 88
Increase, 11 per cent	$2,606 24

During the past year the receipts of the Petersburg, Va., Railroad Company amounted to $227,593, being an increase of $35,559 over the previous year.

HARTFORD AND NEW HAVEN, CT., RAILROAD.

This Company has declared a dividend of five dollars per share, payable on the 4th of April.

RAILROAD SUBSCRIPTIONS.

The Decatur, Ills., Gazette says that seventy-five thousand dollars in stock of the Indianapolis and Decatur Railroad was taken by the citizens of Macon county, at a recent meeting held in that town.

MARION AND MISSISSINIWA VALLEY R. R.—We learn that a sufficiency of stock has now been obtained to prepare this road for the iron from Marion to Union. The Engineer will commence operations in a few days, and the stock books will be closed by the time the survey is commenced. With this view of the subject, there seems but little doubt of the completion of the road at an early day.

HENDERSON AND NASHVILLE R. R.—The citizens of Christian county, Ky., have subscribed $130,000 stock to this road.

DAYTON AND MICHIGAN RAILROAD.—A vote was recently taken in Washington, Plain, and Milton townships, for and against subscription to the capital stock of this Company; the result in Washington and Milton was for subscription, and in Plain against it.

The capital stock already voted in this county stands as follows:

Perrysburg, corporation	$50,000
Do township	10,000
Middleton	10,000
Washington	10,000
Milton	10,000
Jackson	10,000
Total	$100,000

The trustees of Middleton have refused to subscribe the stock, and possibly Jackson may take but $5,000, in consequence of the location not being the Gilboa route, as was expected when the vote was taken, which will reduce the subscription to $85,000.

The Mayor of Wheeling has been authorized by the councils to subscribe $50,000 to the capital stock of the Cleveland and Wellsville Railroad Company.

The Pennsylvania Railroad Company have given formal notice that they will soon subscribe stock to the Marietta and Cincinnati Railroad, $750,000; to the Ohio and Indiana Railroad, $300,000; to the Springfield, Mt. Vernon and Pittsburgh Railroad, $100,000.

The council of the city of Charleston has subscribed $500,000 to the stock of the Blue Ridge Railroad.

RAILROAD SUBSCRIPTIONS IN TENNESSEE. The subscriptions mentioned in our 6th number, as having been voted by Nashville and Davidson Co., were to the following companies, viz:

Northwestern Railroad	$300,000
Tennessee and Alabama Railroad	200,000
Louisville and Nashville Railroad	300,000
Edgefield and Kentucky Railroad	200,000
Total	$1,000,000

The entire proposition was carried by a handsome majority.

MAYSVILLE AND BIG SANDY RAILROAD.—The Board of Directors of this road opened 43 proposals for constructing the road to Springville, 51 miles. Twelve of the bids were within $15,000 of each other, and very near the engineer's estimate. The contract was awarded to Messrs. Beckwith, Lockart, and Williams, who will commence the work by the first of May, and complete the graduation and masonry by June 1st, 1854. In which case the road will be in operation in October following.

The contractors furnish every thing except iron, rails, chairs, and spikes, and take 25 per cent of their bid in stock of the Company in part payment. The contract has been sealed and delivered, and the road will now be pushed forward with the energy characteristic of the directory of the Company.

STEUBENVILLE AND INDIANA R. R.

The President and Directors of this Company are pushing forward the grading and bridging of the line with great rapidity. They commenced laying the rails at Steubenville early in the spring, having then on the ground near 4,000 tuns of rail. It is expected that the entire line to Newark will be completed by December next. Up to this time, near $1,000,000 have been expended on the line. The whole amount of rails, heavy T pattern, necessary to complete the work, has been purchased, and is now in the course of delivery. These rails were purchased at rates not less than $300,000 in the aggregate below present prices. This road is much wanted, traversing a rich and old settled part of Ohio, altogether without facilities of transportation to a market.

We also learn that the Board of Directors have determined to extend the road westward from Coshocton, via Mt. Vernon, to Lima, Allen county.

This extension to Lima will give connection with three important roads: at Mt. Vernon, with the Springfield and Mt. Vernon Road; at Marion, with the Bellefontaine and Indiana Road, and at Lima it will intersect the Ohio and Indiana Road leading to Chicago, via Fort Wayne.

The President and Directors of the *Pittsburgh and Steubenville Railroad*, (the eastern extension of this same road,) are rapidly pushing the work. The grading commenced in July last; shortly afterward the whole line was being prepared, and one-third of it is now graded. The tunnel at Cork's Run has been commenced at both ends, and a shaft also sunk to facilitate the excavations, which will shortly be driven by four gangs of hands, one at each end, and two from the center outward, in opposite directions.

THE SCIOTO AND HOCKING VALLEY R. R.

This road is progressing with renewed vigor. The contractors have resumed the work of laying the ties, ready for the iron, between Bloomfield and Jackson. All the iron has been purchased and shipped from England, and boats have been contracted with to bring it from New Orleans, where a part of it will be ready for shipment on the 15th. So far, the business on this road exceeds the expectations of the most sanguine, and is increasing daily. Three trains a day go and return from Bloomfield, well laden with passengers and freight.

HENDERSON AND NASHVILLE R. R.—The Louisville Journal says that the surveys on the Henderson and Nashville Road are progressing rapidly. The time for letting out contracts has been extended to the 10th of April. It is now thought active operations will be commenced about the 1st of June.

ASHTABULA AND NEW LISBON R. R.

The project of building a railroad through the eastern section of the State to reach the lake at Ashtabula, has been on the tapis for some time, the books for subscription to stock have been opened, and over $30,000 were subscribed at Ashtabula, and more will be taken there.

This road is about 100 miles in length, and combines the advantage of cheapness of construction with the business of a wide extent of country. All of western Virginia, and some ten or fifteen eastern counties of Ohio would find this a convenient and natural outlet to New York, for travel and trade. Besides the enterprise will increase the business capacity of that portion of the State, and so extend the sources of wealth and facilities for improvement, that remuneration for the outlay will come in the shape of the general growth of the country. This will be effected chiefly in the transportation of minerals and the agricultural advantages connected with it.

Some great depot for coal from Ohio, and iron and copper ores from Lake Superior, must eventually be established on the shore of Lake Erie, where both can be advantageously used.

The building of this road will tend to make Ashtabula a point for such a depot, and give birth to an extensive manufacturing interest sufficient to support a population twice as great as the present, and insure a never failing market for farm produce. It would in that event make Ashtabula a great manufacturing town, capable of consuming, at increased prices, all the produce of the county which now seeks a market elsewhere at much expense.

For ease of grade, and convenience of construction, the line of this road is almost unrivaled, passing over a country nearly level; the highest point being but 21 feet above the bed of Musquito creek, and is abundantly supplied with timber.

THE INDIANA CENTRAL RAILROAD will be completed in the month of May next. The completion of this road has been delayed, owing to the non-arrival of a portion of the rails purchased in Wales. The necessary locomotives, cars, &c., for the first year's operations, have been purchased and are ready to be delivered for use. A contract has been made on the part of the Indiana Central, with the Dayton and State Line Road, by which the former is to operate the latter, which contract will be advantageous to both lines. The distance from Indianapolis to Dayton will be about 115 miles. This road traverses, perhaps, the richest and best portions of Ohio and Indiana. The Hamilton and Eaton R. R. is now completed, giving a direct communication to Cincinnati by rails from the terminating points of the Indiana Central. The Indiana Central purchased the rails necessary to complete it at an aggregate cost of about $185,000 less than the present prices.—*Railway Times.*

DAYTON, XENIA AND BELPRE R. R.

The recent placing under contract, says the Scioto Gazette, for construction of this road, places, upon the same great East and West line, the two communities of Dayton and Chillicothe. Through both these cities are destined to pass the freight and travel of middle and northern Indiana and Illinois, and western Ohio, to the great Atlantic cities south of New York. Over it will also naturally pass the "black diamonds" of the Vinton, Athens and Jackson county mines, to the parlors, smithies and manufactories of the upper Miami valley. The D., X. & B. Railroad will become *the* direct and efficient coal-supplier of a region of coalless country, in which timber is becoming scarcer and more valuable annually, of not less than 10,000 square miles in extent.

It is understood that the Dayton, Xenia and Belpre Company have adopted the gauge of the Marietta and Cincinnati Road, of which great line it is the appropriate northwestern extension. By this judicious arrangement, freight may be transported from Indianapolis to Philadelphia and Baltimore, when the lines in Ohio are completed, without breaking bulk. Passengers, also, may rely on the surest and quickest transit between Chicago and the East, over these lines.

It is the determination of the gentlemen to whom the interests of the Company have been committed, to prosecute the most of their work of "construction," during the coming summer, so as to open, as nearly simultaneously as possible, with the opening of the Marietta Road to the coal mines. In the mean time, also, the latter road, now extending itself toward Cincinnati, and furnishing the shortest and best coal road to this city, as well as toward Dayton, will go on toward completion, with a degree of progress stimulated to the highest notch by the bright prospects awaiting it.

THE JUNCTION RAILROAD, (DIRECT BETWEEN TOLEDO AND CLEVELAND.)—We are gratified in being enabled to announce that the work of laying the track on this road, was commenced last week at Vermillion and Berea. The work will be pushed forward as fast as the weather will permit, and will now be completed to Toledo at an early day. This Company has an abundance of funds; and some very important connections have recently been made, which will silence all clamor as to its success, and make it one of the best *paying* roads in the Union, as it is acknowledged to be one of the best *constructed*.—*Elyria Courier.*

We notice a sale of 8 shares of the stock of this road made at auction in New York, a few days since, at 87.

☞ The Directors of the Mansfield and Newark Railroad have refused to consolidate with the Sandusky and Mansfield route.

IMPROVED CAR VENTILATOR.

An apparatus that serves the purposes both of ventilating the inside of railway cars, and also of excluding the dust, has been invented by Samuel Sweet, of New York city, who has taken measures to secure a patent. The invention consists in placing pipes of a gradually tapering form along the side edges of the outside roof of the car, which run from end to end, and are furnished with self-acting shutters that open or close, according to the direction in which the car is moving. The shutters of one end being closed while those of the other are open, and vice versa. The object of this is to prevent the air from passing out when it has been once drawn in, as it is intended for ventilating the inside, and for this latter purpose branch pipes fit into the main pipes, by which the air is conveyed into a water chamber, where it is purified of the dust and other extraneous matters that have been drawn in with it. This water chamber is divided into compartments, and furnished with deflectors, which, from their shape, give a downward tendency to the current of air, dust, &c., so that the air, by being drawn down into the water, is purified and rises in a proper state for ventilation. This object is effected by an elliptic or oval-shaped pipe in the center of the ceiling, which has its side edges open or perforated, so that the air may escape in equal jets into the cars.—The peculiar shape of the distributing pipe and the concave form of the ceiling against which it lies, causing the air to pass along the side of the latter toward the windows of the car, and thereby preventing the entrance of the dust.—*Scientific American.*

Great Western Railroad Company of Illinois.—This was formerly known as the "Sangamon and Morgan Railroad," and constitutes that portion of the "Northern Cross Railroad," of 1836, which lies east of the Illinois river, starting at Naples and passing through Jacksonville, Springfield, Decatur to the Indiana State line. At the last session of the Legislature, the name was changed to that which stands at the head of this article. The Company have resolved to lay that portion of the road now built, from Springfield to Naples, with T rail, and to extend the road from Springfield eastward to Decatur. To do this, $1,000,000 ten per cent. bonds of the Company were thrown upon the New York market, and bids invited, until 12 M. of the 15th March. By our New York papers of the 16th, we learn the whole amount was awarded to Messrs. Ketchum, Rogers and Bement, at the par value of the bonds. The whole road is under contract, a considerable portion of the iron has been purchased and is now on the way, and it is the intention of the Company to have it completed by the 1st of September.—*Chicago Democratic Press.*

Milwaukie, Watertown and Ft. Winnebago R. R.—We have just been shown the subscriptions to this Company, taken in this city. It makes near $200,000 and embraces the names of every business man in Milwaukie, which is the best evidence attainable of the soundness of the enterprise, both as relates to its management and the value of the of the investment. The surveys are being perfected to Watertown, so that as soon as the stock subscription will possibly warrant, the work can be placed under contract. The surveys also to Portage City are going forward. *Daily Wisconsonian.*

VIRGINIA LEGISLATURE.

We learn from our exchanges that the House has passed the bill providing for the payment of the interest upon the bonds of the Chesapeake and Ohio Canal Company, with the Senate amendments. The House has refused to reconsider the vote rejecting the Big Sandy Railroad bill. A bill is now before the Senate to incorporate the Brooke and Hancock Railroad Company to construct a railroad from Wheeling along or near the ravine of the Ohio river, on the east side thereof, to any point in Hancock county, at or above the town of New Cumberland. It also has the privilege of connecting "with the Cleveland and Pittsburgh Railroad by means of a bridge over the Ohio river." The capital stock of said company is to be not less than $250,000, nor more than $1,000,000, divided into shares of $50 each. The bill provides for a State subscription of three-fifths of the capital stock, and authorizes the Cleveland and Pittsburgh Railroad Company to subscribe for not exceeding one-half of the whole amount of the capital stock. It forbids the construction of "any part or branch of their said railroad within three miles of the boundary of the State of Pennsylvania."

Montreal and New York Railroad Co.—A few days since a train of freight cars, loaded in Boston with a cargo of sugar and molasses from Cuba, for Messrs. J. & J. Mitchell, arrived at this city; no transfer having been made from the time of the goods leaving the ship's side at Boston, to their discharge at Montreal. This, we believe, is the first instance of the transport of goods completely through without change of vehicle. It will be seen by our advertising columns, that the Montreal and New York Railroad Company are prepared to re-load the cars, with freight through to Boston, on similar conditions.—*Montreal Pilot.*

Louisville and Covington, Ky. R. R.—The Covington Journal say: "The Louisville and Covington Railroad will soon be commenced in earnest. We learn from Mr. Hudnut, the Chief Engineer, that the survey of the route would be completed by Saturday 16th The corps have proceeded as far as Union, in Boone county, and pronounced the route far more practical than its most sanguine friends had anticipated."

Lake Shore Road; between Cleveland and Buffalo. — The passage of a bill by the last Assembly of Pennsylvania, authorizing railroad companies to build any gauge they saw necessary, allows the laying of a third rail on the Lake Shore Road, by which trains will run from Cleveland to Buffalo without change of cars. The third rail will be laid as soon as possible, in order that the road may compete with the steamers in carrying passengers.

Nashville and Chattanooga Railroad. Two more locomotives for this road have just been received at Nashville. One is very large, weighing about thirty tons, and is designed for pushing the trains over the high grade at Cumberland mountain, and is called the "Cumberland." The other is small, weighing only twelve tons, and is called the "Shelbyville," being intended for the Shelbyville branch road.

Evansville and Indianapolis R. R.—This Company has been organized and stock books opened. Mr. O. H. Smith will probably be the President. It is contemplated to adopt the Ohio gauge, with a view of constructing an air line road from Union to Indianapolis, which would enable passengers and freight to be carried from Cleveland to Evansville without reshipment or change.

Parkersburgh Railroad.—The Parkersburgh News says, that all the remaining sections on the Northwestern Virginia Railroad are to be put under contract immediately. As the Company has sufficient funds on hand for the completion of the entire work, the intention is to put at least six thousand men upon the road, and have it completed without delay.

Railroad Traveling in England.—At a late meeting in London of the proprietors of the London and South Center Railway, it was stated that during the last ten years, carrying as they did 2,000,000 passengers, and running 2,000,000 miles annually, not a single fatal accident had occurred to a passenger.

Lawrenceburgh and Upper Mississippi Railroad.—Trains of cars now run daily (except Sunday) from Lawrenceburgh to Crackaway, 34 miles; leave Lawrenceburgh at 7 in the morning and returning, leave Crackaway at 11.

Indiana and Bellefontaine Railroad. This road is now in fine running order, and is doing a large business. O. H. Smith, Esq., has resigned the presidency, and Dr. Samuel P. Anthony has been appointed in his place.

Eatonton, Ga., Railroad Finished.—The iron horse has gone through from Milledgeville to Eatonton. The passenger cars now run regularly from Gordon to Eatonton, through Milledgeville.

New York State Engineer and Surveyor.—Geo. Cole, Esq., has been named as the successor to Hon. W. J. McAlpine, who is about to resign the office of State Engineer.

The Pennsylvania Railroad Co. has given official notice of its subscription of $100,000 to the Springfield, Delaware and Pittsburgh Railroad.

Miscellaneous.

ERICSSON AND THE FRENCH SAVANS.

The experiment of Captain Ericsson's Caloric Engine has excited a lively interest among the public and scientific circles of France. A whole platoon of French *savans* have already come forward to dispute with Ericsson the credit of the discovery, and to entertain the public and the French Academy with their claims. One of the claimants, M. Franchot, says that he has for eighteen years occupied himself with researches, having for their object the employment of the motive power of air dilated by heat; that in 1836 he published drawings, and gave explanations of an air machine, in which he exposed the idea of an exchange of temperature between a current of cold air reaching the moving cylinder, and a current of hot air leaving the same. These currents crossed each other separately by plates of fluted sheet iron. He subsequently exposed the more felicitous idea of causing these two contrary currents to pass alternately through the same canal; adding that it would be well that this canal should be filled with metallic gauze work (toiles metalliques) or with very minutely divided metal, for the purpose of storing the heat. This idea, says M. Franchot, seems to play a capital *role* in the economy of the Ericsson engine. M. Burdin likewise puts in a claim, but on what ground we have not seen stated. M. Lemoine, of Rouen, also addresses the Academy in support of his right to priority in the use of wire gauze or net work. He says that he took out a patent for an air machine in 1848. He had then conceived the idea of employing metallic gauzes in order to enable him constantly to make use of the same caloric. Since 1848 he has been continually improving on his machine, and he now calls the attention of the Academy to a last apparatus which demonstrates the manner in which the metallic gauze performs its functions, and the superiority of a system, which would have over the system of Ericsson the advantage of developing alternately the effects of a vacuum and of a pressure. Liais also claims his share of the merit of an invention to which France, according to him, should not remain a stranger; and he demonstrates theoretically, that the quantity of heat intended for a mass of air should be applied to it previous to its dilatation; in other words, that it should not be heated gradually in proportion as it dilates, but it should be brought to the highest temperature intended for it before it is allowed to dilate. The same rule should be applied in the abandonment to condensation of productive heat. M. Liais considers himself, in view of the above principles, superior to Ericsson, and that the engine of the latter, works under the most unfavorable conditions.

Against all these claimants, and many others, M. Leon Foucauldt, well known in this country as the author of the great pendulum experiment, to show the revolution of the earth on its axis, comes out in the *Journal des Debats* and argues earnestly in favor of Ericsson. He reviews the pretensions of all the French claimants, describes Ericsson's engine, and says:

"Every body is at liberty to undertake researches, but it is not given to every body to prosecute them to a triumphant conclusion; and if, as is asserted, air dilated by heat has been made with economy to propel a fine ship, this admirable invention will bear through all ages and over all space, the glorious name of Ericsson. From all that we have read and heard, we believe we may conclude that science and industry have just conquered a great principle, of which the practical value is not yet well defined, but that will sooner or later impose itself upon the world as necessary truth, and become susceptible of an infinity of fruitful and various applications. We have only, as yet, information of the most vague character relative to the qualities of the caloric engine; but how can we avoid anticipating from it the best results, when we see that on the one hand it is decried, while on the other are presented numerous reclamations for the honor of first invention."

CUSTOM HOUSE REVENUES AT NEW YORK.

The official returns of the Assistant Treasurer at this port, show the receipts from 1st January to 31st March, a period of three months, to be *eleven millions two hundred and forty-three thousand three hundred and fifty-one dollars;* exceeding the receipts for the corresponding months of 1852 by $3,506,414 98.

The receipts at New York alone for the last three quarters of 1852–53 as compared with the corresponding periods of last year, were as follows:

Quarter ending	1851-2.	1852-3.
September 30	$9,444,661	$10,466,718
December 31	5,045,600	6,913,896
March 31	7,736,936	11,243,351
	$22,227,197	$28,623,965
June 30	6,683,330	9,713,000
Total	$28,910,527	$38,336,965

Assuming the revenue for the forthcoming quarter to bear the same proportion to the last quarter that the fourth quarter of the last fiscal year did to the preceding one (April 1—June 30—as compared with January 1—March 31, 1852,) we shall find the total Custom House duties at this port alone to be $38,336,000 for the present fiscal year, against $28,910,000 for the last fiscal year.

The aggregate duties at the United States ports for the present fiscal year, were estimated by Secretary Corwin in January last at $49,000,000—viz: $15,728,993 actually accrued for the first quarter, and $33,271,007 estimated for the other three quarters, (October, 1852, to June 30, 1853.) But we shall find, with the above figures before us, and assuming the receipts at New York to be two-thirds of the whole country, that the aggregate duties for 1852–3 will somewhat exceed fifty-seven millions of dollars.—*N. Y. Cour. and Enq.*

Relation between the spots in the Sun and the Magnetic Needle.—According to observations made by M. Rodolphus Wolf, Director of the Observatory at Berne, it appears that the number of spots on the sun have their maximum and minimum at the same time as the variations of the needle. It follows from this, that the cause of these two changes on the sun and on the earth, must be the same, and, consequently, from this discovery, it will be possible to solve several important problems, whose solution has hitherto never been attempted.

IMPORT AND SPECIE MOVEMENTS, 1853.

The semi-official returns of the foreign imports at the port of New York for the month of March, have just been made up, and present a total aggregate larger in value than any previous month in our statistical record, viz.: $19,166,106, exclusive of $247,722 foreign specie and bullion. Added to the returns for January and February, we have the following comparative result of the import trade at this port for the first quarter of the years 1853 and 1852, respectively:

IMPORT FOR THE QUARTER ENDING MARCH 31.

	1853.	1852.
January	$13,407,992	$10,907,361
February	17,358,490	9,139,284
March	19,166,106	12,062,481
Total	$49,932,588	$32,109,126
		49,932,588
Excess in 1853 over 1852		$17,823,462

In connection with the large excess of foreign goods brought into this port for the quarter just closed, the following comparative view of the gold movement for the same time, may prove interesting:

GOLD MOVEMENT FOR QUARTER.

Mint deposits, Phila., for March		$7,510,000
Same for January and February		8,511,023
Foreign specie at New York, March		247,722
Same for January and February		158,478
Gross receipts of gold		$16,427,223
Exported in March	$592,479	
January and February	1,868,609	
		2,461,178
Net gain, first quarter, 1853		$13,966,045

The account for the corresponding quarter of 1852, stood as follows:

Mint deposits at Philadelphia		$10,964,066
Foreign specie at New York		730,450
Gross receipts, gold		$11,694,516
Export for March	$661,994	
January and February	6,420,501	
		7,082,495
Net gain, first quarter, 1852		$4,612,021
Net increase in 1853 over 1852		9,354,024
Total		$13,966,045

The result of these figures are, that while the import of foreign goods has increased in the sum of $17,823,462, the net retention of the precious metals has increased, at the same time, in the sum of $9,354,024.—*New York Times.*

The East Tennessee Iron Manufacturing Company at Chattanooga have finally so perfected their arrangements as to be in full operation. Their advantages for turning out work have no parallel in the Union. Owning extensive mines of ore and coal, and plenty of capital, they can fill any contract with promptness and on reasonable terms.

Gas Manufactured by a New Process. A project has been set afoot in New York for the establishment of a new company to furnish that city with gas. The gas is to be manufactured by a process patented by Professor Allen, which it is said will enable it to be made "much faster, much cheaper, and much more brilliant, because more rich in carbon than any other gas in the world."

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	93	95
Do do	" "	6	1860	98	
Do do	"	7	1860	95¼	
Do do			1885	91	92
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	102	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	90	95
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland and Erie	1st mortgage	7	1861	105	
Do do	2d " not convertible	7	1861	99¼	
Cleveland, Painesville and Ashtabula	1st "	7	1861		
Cleveland and Pittsburgh	1st " convertible	7	1860	104	105
Do do	Income "	7	1855	100	
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	104	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible 1862		....	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	112	115
Covington and Lexington	1st " " till 1862	7	1862	98	100
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	98
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	par.	
Indiana Central	1st " convertible	7	1866	99	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	103	105
Indianapolis and Lafayette	" "	7	1861	92	94
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	95	97
Do do	2d " "	7	....	87	90
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	117¼	120
Do	" " till 1855	7	1861	117	120
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	100	103
Mansfield and Sandusky	1st "	7	1860	84	87
Do do	2d "	10	1853–7		
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st "	7	....	87	90
Michigan Central	No mortgage, convertible	8	1860	111	113
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	103	105
Do Southern	1st " " "	7	1860	102	103
Milwaukie and Mississippi	1st " " 1857	8	1862	101	105
New Albany and Salem	" on 1st section	10	1858–62	107	109
Do do	1st " on other sections, convert.	8	1864–75	95	97
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	118	119
Do do	2d " convertible	7	1859	106	107
Do do	Income, not convertible	7	1855	97½	98½
Do do	Convertible till 1861	7	1871	95	96
Do do	" " 1862	7	1862	97	98
Northern Indiana	1st mortgage, not convertible	7	1860	100	101
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " east "	7	1864	100	102
Ohio and Indiana	1st " "	7	1867	97	98
Ohio and Pennsylvania	" "	7	1865–6	108	109
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	127	130
Parkersburgh	" Guar. City of Baltimore	7	....	103	104
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st "	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	
Steubenville and Indiana	1st " "	7	1865	93	
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	82	83
Bellefontaine and Indiana	50	99	101
Chicago and Galena Union			
Chicago and Rock Island			
Cincinnati Hamilton and Dayton	100	105	105½
Cin. Wilmington and Zanesville		60	
Cleveland, Columbus and Cin		130	132
Cleveland and Erie			
Cleveland and Pittsburgh	50	99	101
Columbus and Lake Erie	50	55	70
Columbus and Xenia	50	115	117
Covington and Lexington	50	70	72
Dayton and Miami			
Dayton and Western	50	75	80
Eaton and Hamilton	25	70	73
Hillsboro' and Cincinnati	50	72	75
Illinois Central	100	130	135
Indiana Central	50	85	90
Do do 10 per cent	50	87	90
Indianapolis and Bellefontaine	25	95	99
Indianapolis and Lafayette	50	72	75
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	87	90
Lawrenceburg and Upper Mississippi	50	76	79
Lexington and Frankfort			
Little Miami	$50	120	122
Louisville and Frankfort			
Macon, Georgia		106	108
Mad River and Lake Erie	50	89	91
Madison and Indianapolis		101	102
Maysville and Lexington		60	
Michigan Central		107	108
Michigan Southern		124	125
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	85	86
Northern Indiana		123	125
Ohio Central		95	100
Ohio and Mississippi	50	90	92
Ohio and Pennsylvania			
Panama		125	126
Pennsylvania	50	102	103
Peru and Indianapolis	25	65	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	55	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		105	108
Toledo, Norwalk and Cleveland		110	112

STOCK TABLE.

CORRECTED WEEKLY.

	OFF'D.	ASK'D.
Government Securities.		
U. S. Loan, 6s, 1856	107	107½
Do 6s, 1862	115	116
Do 6s, 1867	120	120½
Do 6s, 1868	119½	120
Do 5s, 1853, (int. ceases July 1)	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		
State.		
Alabama 5s	90	95
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110	111
Do 7s		
Illinois Canal Bonds, 1860	97	100
Do do 1860, registered	107	110
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	89	90
Do Interest do	62	64
Indiana 5s	95	96
Do 2½s	52	53
Do Canal Loan 6s	96	100
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	9	10
Kentucky 6s, 30 years, 1871	109	110
Do 6s, 15 years	105	107
Do 6s, large bonds	107	109
Do 5s	93	95
Michigan 6s	102	105
Ohio 6s, 1856	104	105
Ohio 6s, 1860	108	109
Do 6s, 1870	114	115
Do 6s, 1875	115	117
Do 5s, 1856	101	102
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	96	97
Tennessee 6s, new loan	107	109
Do 5s	95	96
Virginia Coupons, 6s, 1886	110	111
City Securities.		
Philadelphia 6s, 1876–90	107¼	107½
Baltimore 6s, 1870–90	106	107
Do 5s	91	92
Boston Bonds, 5s, 1860	101	103
Albany 6s, 1867–9	108	110
Cincinnati 6s, 1860	103½	104
Do 6s, 1897	104	105
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
Lawrenceburgh, Ia., 7s	80	90
St. Louis 6s, 1870	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	97	99
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99¾	100¼
Memphis 6s, 1882	92¾	93
New York 7s, 1857	108	
Do 5s, 1858–60	100	101
Do 5s, 1870–5	103	104
Do 5s, 1890	104½	105
Savannah 7s, 1870–6		
Richmond 6s, 1882	93	94
Dayton, O., 7s, guar'd by Mad R. R. R. 1861,		
County Bonds.		
St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	
Darke, O., 7s	92	98
Banks.		
OHIO.		
Ohio Life Insurance and Trust Co	104	105
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		
KENTUCKY.		
Bank of Kentucky and Branches	109	110
Northern, and Branches	115	120
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	100	102
Farmers' Bank of Kentucky	102	105
Newport Safety Fund Bank	97	100
Commercial Bank of Kentucky		
INDIANA.		
State Bank and Branches		
MISSOURI.		
State Bank and Branches		
TENNESSEE.		
State Bank and Branches		
Union	98	100
Planters'	95	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem.	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem.	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par.	½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 55	@	$17 65
Spanish Doubloons	17 10	@	17 20
Patriot Doubloons	16 10	@	16 20
Sovereigns, light	4 86	@	4 88
Sovereigns, heavy	4 88	@	4 90
American gold, new	par.		
American gold, old	1 06	@	1 06¼
Portuguese gold	1 00	@	1 01

SILVER.

American, halves	1 04	@	1 04½
Spanish Dollars	1 10	@	1 12
Spanish Quarters	1 03	@	1 03½
Mexican Dollars	1 05	@	1 05½
Five Franc pieces	97½	@	98

LAND WARRANTS.

	Off'd.	Ask'd.
60 acre warrants	$164	$168
80 acre warrants	83	86
40 acre warrants	42	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, April 16, 1853.

2	Shares	Burnet House stock, per share	$27 00
2	"	Cin. Astronomical Society stock, per share	5 00
19	"	Cincinnati Coal Mining Company, per share	9 00
100	"	Merchants' and Manufacturers' Insurance Company, per share	7 25
5	"	Kentucky Trust Co. Bank stock, per share, not sold, offered	99 75
30	"	Lawrenceburg and Upper Mississippi Railroad stock, interest from Jan. 1, 1853, to purchasers	79 00
50	"	Cincinnati and Hillsborough Railroad stock, not sold, offered	71 50
30	"	Eaton and Hamilton Railroad stock, not sold, offered	72 00
3	"	New Castle and Richmond Railroad stock, not sold, offered	59 00
30	"	Covington and Lexington R. R. stock	71 00
55	"	Do do interest from Nov. '52, to purchaser, not sold, offered,	73 00
20	"	Ohio and Mississippi Railroad	90 00

Wednesday, April 20, 1853.

1	Bond	for $200 of Whitewater Canal, per cent.	14 00
1	"	$450, State of Indiana, Wabash and Erie Canal	passed.
25	Shares	Cincinnati Insurance Co., per share	25 00
63	"	Firemen's Insurance Co., per share, not sold, offered	19 50
250	"	Merchants' and Manufacturing Insurance stock, per share	7 00
5	"	Kentucky Trust Co. Bank stock, not sold, offered	99 50
11	"	Hamilton and Eaton Railroad stock, per cent	70 00
25	"	Cincinnati and Hillsboro' R. R. stock, not sold, offered	71 00
17	"	Covington and Lexington R. R. stock,	70 50
48	"	Lawrenceburgh and Upper Mississippi R. R. stock	passed.
14	"	Do do $27.36 interest to purchaser, not sold, offered	77 00
25	"	New Albany and Salem Railroad stock, not sold, offered	55 00
44	"	Peru and Indianapolis Railroad stock, 6 months interest to purchaser, not sold, offered	70 00
25	"	Mad River Railroad stock	90 25
48	"	Do do do	90 00

☞ The Directors of the Piqua Branch Railroad have closed a contract with Messrs. Ferrell, Dunham & Co., for building their road, 35 miles, complete and ready for rolling stock, for about $17,000 per mile; 25 per cent. of which is to be taken in stock, and the balance to be paid in cash. The road is to be finished by August 1st, 1854.

MONETARY.

In New York, there is much buoyancy of feeling in the money market, and capital through the week has been freely offered for short call loans on prime paper, at from 6 to 7 per cent.; street rates as low as 8 to 9 per cent., yet the week closed with rather more stringency. Sterling Exchange rates from 109½ to 109¾, with fair demand, and just sufficiently low to make the shipments of specie unnecessary. The Stock market has been quite active, fancy stocks excepted.

The *lines* mentioned in our last number as having negociated loans in England, turn out to be the Louisville and Nashville Railroad, $4,000,000, and the contractors (bond holders) of the Ohio and Mississippi Railroad, $2,750,000.

In Boston, money is becoming more abundant, and the decline in rates bids fair to be quite as rapid as was the recent advance. Prime paper is quoted at 9 per cent. out of doors.

In Cincinnati, money is yet plenty, though want of confidence, or some similar cause, withholds it from the market. A slight improvement has been observable during the past week, yet 1½ per cent. per month is the ruling street rates.

Exchange is in good demand, and prices firm.

Stocks have undergone but little change since our last report.

Illinois Central Railroad Bonds.—The Illinois Central Road advertises for proposals for $3,000,000 of its construction bonds, to be issued in sums of $500 and $1000 each, payable in New York city in 1875, with interest coupons, at the rate of 7 per cent. attached, payable on the first of April and October of each year. These bonds are secured by the first and only mortgage on the entire road, 704 miles in length, and on 2,000,000 acres of land on the line of the road, granted by the General Government to aid in its construction. It has already issued bonds to the amount of $10,785,000, none of which have been sold at less than par.

BANKERS AND BROKERS.

ELLIS & MORTON,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

ENGRAVERS, &c.

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.
Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., &c. New York, Philadelphia, Boston and Cincinnati.
All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.
Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.
Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order, of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3

Lithography and Engraving.
RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

General Map Establishment,
No. 3 College Hall, Walnut Street,
CINCINNATI.
E. MENDENHALL,
MAP, BOOK, & PRINT SELLER,
Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati. †mr3



Private Bankers in the United States.

JUST PUBLISHED.

The Merchant's & Banker's Almanac

For 1853.

Containing

I. Calendar & Memoranda of Important Events.
II. List of Banks in the United States. Location; President; Cashier; and Capital of each.
III. List of Private Bankers in ninety cities and towns of the U. S.
IV. List of Private Bankers and Members of the Clearing House, London.
V. List of Private Bankers in Europe, Asia, South America, &c.
VI. List of chartered Banks in London.
VII. New varieties of Gold and Silver Coins—Counterfeit Coins and Bullion.
VIII. Commercial and Exchange Tables of European countries.
IX. Remarks on the great Scarcity of Silver Coin.
X. The London Quarterly Review on the Gold Question.
XI. Law to establish a branch Mint in California.
XII. Gold and Silver.—Their Supply, Production, and Relative Values.
XIII. The Prospective Value of Gold.
XIV. Laws of the United States for the Mint.
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XVI. Census Returns of the United States.
XVII. Miscellaneous Information.
XVIII. SEVENTY THREE ENGRAVINGS of recent English, French, United States, and South American Gold and Silver Coins.

One Volume Octavo, 180 pages. Price One Dollar. Copies forwarded per mail to order. The trade supplied by

G. P. PUTNAM & Co., New York.
H. W. DERBY, Cincinnati.
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Office Bankers' Magazine, No. 167 Broadway.

HOTELS.

GIBSON HOUSE.

Walnut, between Fourth and Fifth Streets,
CINCINNATI, O.
Opened March 1st, 1852.
O. H. GEFFROY,.....*Proprietor.*

WALNUT STREET HOUSE.

Walnut Street, between Sixth and Seventh,
CINCINNATI, OHIO.
J. W. SWENEY,..... *Proprietor.*
☞ This House has recently been enlarged and refitted throughout.

WINNE HOUSE.

North-East corner of Third Street and Broadway,
CINCINNATI, OHIO.
K. WINNE,..... *Proprietor.*
☞ This new, elegant, and commodious Hotel is now open to the traveling public.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Guage, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FOR SALE.

A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

TWO STEAM ENGINES

For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.

Apply to J. A. & U. P. JAMES,
No. 167 Walnut st.

RAILROADS.

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

PENNSYLVANIA RAILROAD.

NOTICE TO EASTERN TRAVELERS.

A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
" " Cleveland " 26 "
" " Pittsburgh " 19 "

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R.,			$16 30
	Cleveland	" "	10 00
	Massillon	" "	10 00
	Pittsburgh	" "	9 50
	Cincinnati	" (Cincinnati to Pittsburgh by steamboat,)	11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, JR., & CO., Cincinnati.
February, 1853.

To Railroad Contractors.

THE Memphis and Charleston Railroad Company offer for contract the grading and masonry on 43 miles of their Road, extending from La Grange, Tennessee, eastwardly.

Bids will be received at La Grange, until May 25, 1853.

Twelve months time will be given for the completion of contracts.

Payments in cash monthly, with a reservation of 20 per cent. until final estimate.

By order of the Board of Directors.

JAMES F. COOPER,
Chief Engineer.

Huntsville, Ala., April 8, 1853.—ap14-7t.

WINSLOW'S PATENT COMPOUND RAIL.





THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Cincinnati, Hamilton & Dayton R. R.



WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M.

Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton $0 60
Dayton 1 50
Indianapolis 4 50
Springfield 2 00
Urbana 2 30
Terre Haute 6 50
Sandusky 4 75
Greenville 2 50
Lafayette 6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
Superintendent.

6*mr3

Notice to Railroad Contractors.



SEALED Proposals will be received by the undersigned, at their office, corner of Main and Court Streets, Cincinnati, until May 6th, 5 o'clock, P. M., for the graduation and masonry of about 20 miles of the Dayton and Cincinnati (short line) Railroad, from Dayton to Franklin. The line will be divided into sections from 2 to 3 miles in length. Estimates made once in each month in cash. Profiles and specifications will be ready for examination on and after the 25th of April.

The balance of the road, about 30 miles, will soon be ready to be put under contract.

FERRELL & DUNHAM,
Contractors for D. and C. (short line) R. R.
Cincinnati April 4, 1853.—ap14-4t

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

FULTON CAR MANUFACTORY,

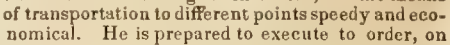
CINCINNATI, OHIO.



GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Open and covered Freight Cars, four or eight-wheeled Crank and Lever Hand Cars, Trucks, Wheels, and Axles, and Railroad Work generally.

Cincinnati, Ohio, April 14, 1853.—†ap14.

TO CONTRACTORS.



La Crosse and Milwaukie R. R. Co.

PROPOSALS will be received at the office of the Engineer of said Company, in the city of Milwaukie, up to the 10th day of May next, for the grading, bridging, superstructure, station houses, water stations, and equipments of the first division of the La Crosse and Milwaukie Railroad, extending from the city of Milwaukie to Portage City, on the Wisconsin river. Propositions will also be considered for the grading in sections, and for the superstructure and buildings separately.

By order of the Board.

J. L. BEAN, Pres't.
Milwaukie, April 6, 1853.—ap14-4t

LOCOMOTIVE LANTERNS.

I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-Plated Reflectors, Copper Cases, and in every way equal to the best manufacture in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati.

TO RAILROAD COMPANIES.

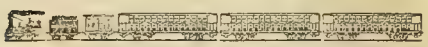
THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

E. P. PENNIMAN. WILLARD ELMER.

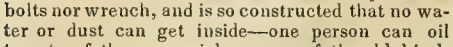
Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



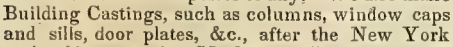
SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,

mr24tf Chief Engineer.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the office of the Clinton Line Railroad Company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging, and superstructure of their entire road from Hudson to the Pennsylvania State line.

Plans, profiles and specifications will be exhibited, and all requisite information given at the office of the Company in Hudson, on and after the 10th day of May next.

By order of the Board of Directors.

H. N. DAY, President.

W. B. BRINSMADE, Engineer.

Hudson, March 20, 1853.—ap7-6t

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
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Perseverance.1000 " ..... Capt. Thos. Forbes.
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THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

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C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.
Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,
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Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
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Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
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Pipe and Manhole Rings, all sizes;
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10 pieces 5-4 India Rubber Cloth;
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Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
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†mr3

Lightner's Patent Axle Boxes,

FOR RAILROAD CARS.

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As possessing numerous advantages over all others. Among which we enumerate the following:

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Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars.
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This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

The bearings may be removed from the journals of an eight wheel car, examined, and returned to their places, by one man, occupying but twenty minutes, which would require two men half a day with the common boxes in use in New England.

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Signed, PAGE LOVEJOY,
Supt. Car Building and Repairs
Old Colony R. R. Co.

Office of the Fitchburg & Worcester R. R.
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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 9. CINCINNATI, THURSDAY, APRIL 28, 1853. Vol. 1.

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The publishers would call the attention of Railroad Officers, Superintendents, and others interested, to the benefit that would ensue to their respective Roads, by having them correctly reported in this little Guide ook, which is issued quarterly, and as much oftener as the demand may require.

As it is the aim of the publishers to make this a *reliable* work for travelers, they would be glad to receive any information relative to Roads of the South and West, as often as any change may be made. Copies of the Route Book will be sent to any Railroad Company gratis, on application.

As a *medium of advertising* for Railroad Companies, it offers great inducements. Terms moderate.

NOTICE TO RAILROAD COMPANIES.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

THE RADIAL LINES OF CINCINNATI.

ITS COMMERCIAL BASIN.

The great question of commercial interest in cities, as connected with artificial communications, is, how far do the artificial lines of locomotion extend the *radii* of commerce? The answer must, of course, be given in reference to *time and cost*. The diminution of *time* diminishes interest on capital, and diminishes also the amount of capital needed, by literally converting the "slow shilling into the nimble penny." The diminution of cost on carriage diminishes the whole cost, or rather increases the margin for profits. If, judged by time and cost, the *radii* of commerce are extended, then commerce itself (other things being equal,) is extended in the same proportion. If, from the limits of a country, the radial lines of a town can be extended to a state; if from a state to a number of states; and if from states to the continent; and from the continent round the earth; that city and its commerce will be extended in like proportion. Paris is the commercial metropolis of France; but London is the commercial metropolis of the world. It is the number and length of its *radial lines* which makes London the center of commerce. Of itself, London is but the largest town of a small country; but in commerce, it is the center of the earth. Calcutta and Canton, Paris and Petersburgh, New York and Naples, alike look there to ascertain the standard prices, the condition of funds, and whatever influences the commercial tides. It is not that London determines these results itself, but it is the heart whence every pulse-beat in the extremities is felt and known.

Cincinnati is naturally better located for a great town, than London; but its commercial power will not depend on its location, but on the number and length of its *commercial radii*. We pretend not to say what these will be, but it is absolutely certain, that every canal, and railroad, and turnpike, yet made, *have, in fact, extended our commercial limits, and enabled the merchants of Cincinnati to compete with those of New York and Boston, hundreds of miles beyond their utmost boundary, twenty years since.*

It might have been assumed, with a great deal of plausibility, prior to the construction of the Miami canal and the Cleveland Railroad, that these works would, in some articles, have diminished the extent of Cincinnati trade, in *that* direction, by facilitating the competition of New York merchants. It has done no such thing, but quite the contrary. These very works have contributed greatly to the extension of Cincinnati commerce. If this be so, how much greater will be the advantage of railroads to the South and West? For there Cincinnati will be nearest geographically, and nearest by affinity.

As an example of the effect of Railroads in increasing the number, and extent of radial lines to a central city like Cincinnati, we will present two tables. The first will be *right line distances* from Cincinnati to the principal commercial and geographical positions in the Valley of the Mississippi, as compared with right line distances from the same points to New York. The second table will represent the distances from the same points to Cincinnati, by railroad time, as compared with New York.

Right Lines.	Miles to Cincinnati.	Miles to N. Y.
Wheeling	210	360
Pittsburgh	250	330
Buffalo	375	320
Erie	300	350
Cleveland	220	410
Sandusky	185	460
Toledo	175	500
Detroit	230	490
Chicago	260	740
Milwaukie	330	760
Dubuque	420	890
Rock Island	380	890
St. Louis	325	890
Independence	550	1,115
Paducah	275	840
Nashville	250	780
Memphis	430	975
Natchez	660	1,170
Galveston	900	1,425
New Orleans	730	1,200
Mobile	640	1,070
Pensacola	650	1,050
Knoxville	230	640
Louisville	85	640
Lexington	70	600
Maysville	55	540

Of the above twenty-six principal places of commerce in the Mississippi valley, *sixteen* are less than *one half* the distance from Cincinnati that they are from New York. Of the remainder, *eight* are less than *three fourths* the distance of New York; and *one*, only, (Buffalo,) is farther from Cincinnati than from New York. Railroads cannot go on straight lines exactly, but they will approximate these lines, as near as possible, and the final distances will be in these proportions.

It follows, then, inevitably, that to the en-

tire valley of the Mississippi, Cincinnati (other things being equal,) has greatly the commercial advantage over New York, in its *radial extension.*

It may be said that Cincinnati must *import* through New York. This is a great mistake. There is, as we shall hereafter prove, a very large importation *direct* into Cincinnati, and this will rapidly increase. Nor is that all. If Cincinnati be nearer Charleston than New York, she may import there; and finally, the class of imported *foreign goods* sold here is small, compared with those of domestic produce and manufactures. When, therefore, the radial lines of Cincinnati become, as they will in four or five years, railroads, the *power of distribution* in Cincinnati will be quadrupled as compared with New York, or any other place on the eastern Atlantic. Allowing the railroad lines to be 25 per cent. longer than the straight lines, and the *time* of FREIGHT TRAINS to be 16¼ miles per hour, we have the following results, as between Cincinnati and New York:

	Hours to Cincinnati.	Hours to N. Y.
Wheeling	15½	22
Pittsburgh	20	25
Buffalo	28	24
Erie	24	26
Cleveland	17	30
Sandusky	15	34
Toledo	14	37
Detroit	18	36
Milwaukie	25	57
Dubuque	32	67
Rock Island	28	67
St. Louis	24	67
Independence	41	89
Paducah	22	63
Nashville	18	59
Memphis	32	73
Natchez	53	94
Galveston	69	114
New Orleans	55	90
Mobile	48	78
Pensacola	49	84
Knoxville	18	59
Louisville	6	50
Maysville	4	45
Lexington	6	48

It will be observed that the same *practical* differences, in point of time, are still maintained, and that for all places west of Erie and Pittsburgh, it is impossible for New York to compete with Cincinnati in the *power of distributing* the articles of traffic. For all the country west and south of Cincinnati, this place is nearer by five hundred miles than New York. It follows, therefore, that for these places, Cincinnati will become the *distributor* of products; except those which *must* be brought from the Atlantic. Cincinnati will be the distributor, West and South, for all the following articles, (*South* we mean the dividing line between the southern Atlantic and the Ohio,) viz: Hardware, crockery, groceries, American manufactures, machinery, iron, and all agricultural products.

It is this simple fact of the *shortness of its radial lines*, which, in three years, has doubled the commerce of Cincinnati, and in five years more will double it again, and seriously diminish the *relative* proportion of Atlantic trade in the West.

This result is *inevitable*, and within ten years there will be a great *commercial revolution* in the trade of the West, the result of which will be to concentrate in Cincinnati *four fifths of the commercial traffic*, which has heretofore been done for the central West in the Atlantic cities.

The radial lines, which are *exclusively* those of Cincinnati, extend from within fifty miles of the Lake to the Tennessee river, and from the Wabash to the foot of the Alleghenies. This space comprehends *two hundred thousand square miles*, and will, in a few years, contain ten millions of people; half the present white population of the United States. Within twenty years, Cincinnati will probably have its half million of inhabitants, and be where New York now is. This will be the result of the centralization of internal commerce, as the growth of New York has been the result of foreign commerce.

Railroads.

OHIO AND MISSISSIPPI RAILROAD.

The O. M. R. R. Co., (or rather the contractors who own them,) having sold *two millions seven hundred and fifty thousand dollars* of their bonds in London, the most ample means are now provided for carrying forward their work with energy and speed. The Board of Directors and the contractors have taken the utmost pains to hasten the completion of the work, well knowing that the sooner it is completed the sooner its vast importance and high rank, as a great line of central communication, will be manifest to all eyes. The price obtained for the bonds—*par in New York*—is conclusive as to the high estimate placed upon the work in England. The engineers and workmen are now busy on every part of the line between this city and the intersection with the Jeffersonville Railroad. It is confidently expected this part of the work, making a communication with Louisville and Indianapolis, by quite direct lines, will be made by the 1st of November next.

IOWA RAILROADS.— We see by our exchanges that spirited meetings have been recently held in Warren, Madison, and Marion counties of this State, in relation to subscriptions to the IOWA WESTERN RAILROAD COMPANY, from Muscatine, on the Mississippi river, via Oskaloosa, Knoxville, Indianola, and Winterset, to Council Bluffs, on the Missouri river.

Resolutions were adopted in favor of the early completion of the road, and quite an amount subscribed upon the spot. Committees were also appointed to solicit further subscriptions.

CINCINNATI AND PORTSMOUTH R. R.

Although we have received no report from the Convention which met at West Union on the 12th inst., yet we gather from our exchanges and other sources, that resolutions were passed to organize the Company and and make application for a charter, under the name and style of the Portsmouth and Cincinnati Railroad, and to proceed at once to construct the same between Cincinnati and West Union via Columbia, New Richmond, Point Pleasant, Felicity, Georgetown, and Russellville, a distance of 65 miles; leaving the matter of continuing the road to Portsmouth, at the option of the citizens of that place, as well as along the contemplated line of the road beyond West Union.

In our article in the 7th number of the *Record*, we spoke of the through connections of this road as comparatively unimportant. We have since ascertained more fully what these connections will be, and see no reasons why they should not be very important. The Steubenville and Maysville Road, (some particulars of which will be found in our columns,) will bring the *broad gauge*, 6 feet, from Pittsburgh to West Union, where this road will take it up and bring it to Cincinnati; crossing the Little Miami about one mile from its mouth, thence over the small ridge dividing Deer and Mill creeks, through Mill Creek valley to the Depot of the Ohio and Mississippi Road, which road will carry the same gauge to St. Louis, making a complete and very direct through line of the six feet gauge from Pittsburgh to St. Louis, through Cincinnati. Yet while its through travel bids fair to be so profitable, its home trade must be immense. Passing through a very rich agricultural country, nearly midway between the Ohio river and the Hillsborough Road, it will afford means of transportation for the produce, and facilities for travel to the denizens along its line.

The attendance at the Convention, we understand, was very large, and every section of the surrounding country was fully represented. The feeling was that the road should be made, and we have no doubt but that it will be pushed forward vigorously. As soon as the charter is received, the books will be opened for subscriptions.

PACIFIC RAILROAD, Mo.—The New Board of Directors have unanimously re-elected Thomas Allen, President, Luther M. Kennett, Vice President, and Samuel Copp, jr., Secretary and Treasurer. They also appointed T. C. Johnson, Esq., of Washington county, Land Agent, to obtain right of way, etc.

The contract for graduation and masonry upon the first twenty miles of the second division, was awarded to M. J. Regan & Co., of Indiana.

TUNNELS AND TUNNELING.

The report of the committee of the Massachusetts Legislature, sent to examine into the advantages and practicability of the Hoosac Tunnel, is in favor of the work, and the committee recommend the loan of State credit to the amount of $2,000,000 for that object. The committee in the course of their examination, elicited a great deal of curious and valuable information on the subject of tunnels. Some of the tunnels, both made and planned, stand among the grandest monuments to human skill and ingenuity. Among the examples of tunnels given, are the following:

In the mines in Cornwall, there are excavations extending thirty miles under ground. There are tunnels under the duke of Bridgewater's canal, which make, in the aggregate, over 30 miles. On the Thames and Medway canal, there is a tunnel more than double the area of the Hoosac Tunnel. It is about two miles long, and contains more cubic yards than the Hoosac Tunnel. The shafts by which it was originally ventilated, except one in the center, are closed. The tunnel is used for both a railway and canal, and trains pass through it every half hour, daily. Gen. Paisley, the Superintendent of Public Works, passed nearly a day in the tunnel, and he says that the smoke and steam from the trains, as well as smoke from the lamps used, passed almost immediately away. There was a constant current of air through it.

The box tunnel, which is one of the earliest, and is the largest and most expensive tunnel ever constructed, is 39 feet high, and over 30 feet wide. The tunnel is on the Great Western Railway, about one hundred miles from London. The shafts were 25 feet in diameter; its length is 9,579 feet. Over one third of it is through solid rock. Robert Stevenson, of England, who is considered as standing at the head of Railroad Engineers in Europe, visited the place of the proposed tunnel under the Alps, and told the witness that he, Stevenson, had given a report favorable to the project.

A tunnel through the Alps is proposed, the magnitude of which exceeds belief.

Mr. Haywood had in his possession a report of Chevalier Maus, the Engineer of the proposed Alps Tunnel. It is at Mount Cenis. The mountain rises 5,000 feet above the line of the tunnel, and it is 7 6-10 miles long. The grade of the tunnel is all to be one way, and it is to be 105 feet to the mile. It is proposed to do the work by machinery—to take the stone out in blocks. The power used is water power, there being a brook at each end of the tunnel. Mr. Maus speaks with entire confidence of going through with the tunnel in five years, and estimates the cost at 13,804,943 francs.

The Marseilles Tunnel is one of the largest in Europe.

Mr. Haywood, the Engineer who testified at length, at the previous meeting, was recalled. He gave some further particulars concerning the Nerthe Tunnel near Marseilles. This tunnel is 15,153 feet; its width is 26½; height 29½ feet in the clear. It has 24 shafts of an aggregate length of 7,589 feet; the deepest of which is 610 feet, and they are lined with masonry. They are nine feet ten inches diameter inside the line. A portion of the body of the tunnel is lined with masonry, one, two, and three bricks thick; another portion is not lined at all.

Mr. Hayward gave an explanation of the Woodhead tunnel, between Manchester and Sheffield. It is a little over three miles long, and the hill is over 700 feet high. It has five shafts, 10 feet in diameter, which vary from 400 to 600 feet in depth. The character of the rock is granitic, not so hard as our granite. It is called there the "Mill Stone Rock." The tunnel was about five years in construction, and its whole cost was $1,026,705.

Of American tunnels, the most important are those on the Baltimore and Ohio Railroad, of which the following is a description:

The road is 380 miles long—the tunnels are 16 in number.

Names of Tunnels.	Length in ft.	Cost cu yd.
Kelleys	400	$3 87½
Harper's Ferry	180	3 00
——	1200	3 40
Pawpaw	250	3 19
Everett's	300	2 00
McGuire's	500	2 60
Rodman's	400	2 20
Kingwood	4100	3 00
Murrays	250	2 80
Glover's Gap	370	2 75
Soule's	112	2 25
Eaton's	200	1 81
Martin's	180	1 75
Broad Tree	2350	2 75
Welling	1250	2 25
Shepherd's	450	

Whole length of the 16 tunnels is 12,495 feet.

In the Kingwood tunnel are two shafts, 180 feet deep, which cost $5 60 per yard. Mr. Clapp explained that, in going through the tunnel, he stood upon the platform of the car, and noticed that the smoke and steam seemed to have an affinity for sides of the rock. They formed a graceful curve as the cars passed through. He questioned the parties in charge particularly about the smoke and steam, and was assured that the slightest difficulty had never been experienced.

Mr. Clapp also read a letter from the engineer of the railroad from Wheeling. It has seven tunnels, one of which is upwards of 2,000 feet in length, and two about 1,500 feet each. These cost $1 50 a $2 50 per cubic yard for loose rock, and $2 50 a $3 50 for solid rock. He gave the particulars of the tunnel at Cincinnati, which is one mile and half in length—25 feet by 20. It is to be finished in 22 months, at $2 25 per cubic yard.

Human skill, in this branch of science, has now arrived to such a hight, that a tunnel *may* be made through any mountain. The only question is, whether it be worth while to make it.

Terre Haute and Alton Railroad.—From the Charleston Courier, we learn that on this road, from St. Mary's to Paris, the principal part of the grading is completed, and for seven or eight miles west, much of the work ready for the ties. The heavy work from St. Mary's to the river is progressing rapidly with a large force, though it will require nearly twelve months to complete it. The heavy work at the Embarrass is let to a Mr. Tucker, and the work is about being commenced.

CHICAGO, ST. CHARLES AND MISSISSIPPI AIR LINE RAILROAD.

A Company has been formed for the construction of this road, and the preliminary survey between Chicago and Galena made; the distance is 160 miles. The line will touch St. Charles, Sycamore, Oregon, Galena, and terminate at Savannah on the Mississippi river.

A surplus of $65,000 over the capital stock ($1,260,000) has already been subscribed.—Four parties of engineers have commenced a survey of the route, and the profiles, estimates, &c., will be ready on the first of May, and the lettings issued by the 1st of June.—The Rock River Junction Railroad is to be extended to the Air Line Road, forming a junction near Sycamore. This is an important movement, and we learn from our exchanges that there is a certainty of the early completion of the road.

During the session of the Board, propositions for furnishing iron for the entire route were presented from Liverpool, Quebec, and New York. We learn that they proposed to furnish rails at £9 per ton, free on shipboard, on time, if wanted, at 7 per cent. interest.

BALTIMORE AND OHIO RAILROAD.

Thos. Swann, Esq., for more than four years the energetic president of this road, has sent in his resignation of that office, which has been accepted by the directors, and Wm. G. Harrison, Esq., elected to fill the vacancy.

Alluding to the resignation of Mr. Swann, the *Patriot* says: He has labored unceasingly from the day he took charge of the Company, as its president, to complete the road to the Ohio river; and now that it is done, and the road and the affairs of the Company are in the most prosperous state, he has decided for himself that he will retire. Everybody will hear of this with regret; but they will be glad to learn that he is to be succeeded by Wm. G. Harrison, Esq., who is every way qualified for the discharge of the duties of the responsible post of president of the Company.

Mobile and Ohio Railroad.—We learn from the West Tennessee Whig, that so much of this road as passes through the entire county of Madison, the greater part of Gibson, and a portion of Obion counties has been let to contractors—responsible citizens taking the contracts—and that the estimate of Col. Childe, the able engineer, is, that the cotton crop of 1855 will be taken to market over this road.

☞ The Norfolk Herald says, the President of the Virginia and Tennessee Railroad has recently received an order from England, for two hundred tons Rock Bridge (Virginia) Pig Iron.

RAILROAD EARNINGS.

WESTERN AND ATLANTIC RAILROAD.

Income for March, 1853:

Freight	$41,593 58
Passengers	10,702 93
Mail service	1,166 66
Total	$53,463 17

Income for March, 1852:

Freight	$33,035 82
Passengers	9,198 52
Mail service	1,000 00
Total	$43,234 34
Increase over March, 1852	$10,228 83

CENTRAL OHIO RAILROAD.

The receipts for March on the completed portion were—

Passengers	$6,725 61
Freight	2,648 21
Mails, &c.	1,085 39
Total	$10,459 21

This road, we understand, is earning 7 per cent., net, on its cost.

CENTRAL RAILROAD, S. C.

The receipts of this road for February last exceeded the receipts of the same month, last year, 17½ per cent., when the road paid 6 per cent. for the year on its cost.

VIRGINIA CENTRAL RAILROAD.

The receipts for freight and passengers, during the month of March, 1853, amounted to $17,563.72—being an increase of over 26 per cent. on the receipts of March, 1852.

EATON AND HAMILTON RAILROAD.

The following are the earnings of this road from May, 1852, to March, 1853, inclusive.

May, 1852	$813 21
June	1,627 84
July	2,950 09
August	3,720 12
September	4,712 25
October	4,320 38
November	4,185 92
December	4,241 94
January, 1853	7,434 33
February	6,826 47
March	5.690 27
Total	$46,522 82

MADISON AND INDIANAPOLIS RAILWAY.

The earnings for the month of March, 1853, were	$47,000 00
Earnings for the month of March, '52,	40,426 58
Increase, 16 per cent., or	6,573 42

The business for the first three months of the year shows a very satisfactory result.

The receipts have been	$118,570 33
Expenditures	62,175 80
Net earnings	$56,394 53

The receipts of the corresponding three months of 1852, were $101,634 45.

NEW YORK AND NEW HAVEN RAILWAY.

The earnings for March, compared with the previous year, are as follows:

Earnings, March, 1853, were	$60,555 41
March, 1852	53,202 60
Increase	$7,352 81
Earnings, March, 1851	$48,511 06

The aggregate earnings of the first three months of the year, with all the drawbacks, are fully up to the receipts of the same quarter of 1851.

January, February, March, 1853	$161,182 49
Do do do 1852	160,007 74
Increase, 1853	$1,174 75

LITTLE MIAMI RAILWAY.

The earnings for the week ending April 10, 1853, were	$10,448 31
Earnings for week ending April 18, '52	7,211 92
Increase, 47½ per cent, or	$3,236 39

MICHIGAN CENTRAL RAILWAY.

The earnings of this road for the four weeks in April, compare with the previous year as follows:

1853.	
Passengers	$11,082 12
Freight	7,100 93
Total	$18,183 05
1852.	
Passengers	$4,842 85
Freight	3,369 21
Total	$8,212 06
Gain	$9,970 99

NEW ENGLAND ROADS.

All the New England railroads are largely increasing their receipts. The Providence road has gained $27,000 in three months.—The Western, Worcester, Lowell, Northern, and Maine, show similar gains. The books of the Lowell show that the local business with the Ogdensburg and Central roads, during the month of March, has trebled that of last year, and that the through business has doubled.

Toledo and Illinois Railroad.—We are gratified at being able to state the books of this Company will be opened on the 26th of May, and that so much of it as lies between Toledo and Fort Wayne, will be completed in about fifteen months from this time. The Indiana portion of the road to Lafayette, will probably be completed in about fifteen months. The Board of Corporators have just closed their meeting at this place, and left for Lafayette, for the purpose of determining further upon that portion of the road in Indiana. This road is in the hands of men who know "no such word as fail." They have organized under the General Railroad Law, and purchased the special charter for improving the same route.—*Blade.*

Another Locomotive.—The brig Amulet from Boston has brought another locomotive for the Mobile and Ohio Railroad, called the Mississippi. It was landed on the railroad wharf on Thursday, and is said to be a superb machine. The mate to this—the "Alabama"—will soon arrive.—*Alabama Planter.*

LOUISVILLE AND NASHVILLE R. R.

The affairs of this Company have been conducted so silently, that but little has transpired as to its situation. We now learn from reliable sources, that ample means have been secured to complete the work, and that the whole is now under contract to Messrs. Morton, Seymour & Co., who commence on the first Monday in May next, and have agreed to have the road ready for the cars within two and a half years from that day. The terms of the contract have not transpired, further than the contractors take their pay in city, county and railroad bonds, and stock in the road to the amount of $750,000.

The bonds of this Company, to the amount of $4,000,000, were recently negociated in London, at par in New York. The city council of Louisville, after considerable delay, has issued city bonds to the amount of $1,000,000 in aid of this road.

The route of this road is via Shepardsville, Elizabethtown, Bowling Green, Ky., and Gallatin, Tenn.

This is a much needed connection, and one that will bring, not Louisville only, but Cincinnati also, in direct communication with the Southwest.

SHEBOYGAN AND MISSISSIPPI R. R. CO.

The commissioners of this Company met on Tuesday the 2d. Reports were made by Messrs. A. P. Lyman, John Bannister, and H. C. Hobart, who had been authorized to open the books of the Company for subscriptions at Sheboygan, Fond du Lac, and New York. It appeared that the number of shares of stock required by the charter to be taken, in order to organize the Company, had been subscribed, and five per cent. on the same actually paid in. It appeared, also, that a large amount of stock had been subscribed by the Hon. Robert J. Walker, of Washington City, and others. These reports having been received and approved, the commissioners transferred the books and papers of said Company to the stockholders, assembled pursuant to notice.

The stockholders then organized by choosing J. F. Kirland, Esq., President, and M. J. Thomas, Esq., Secretary, and thirteen Directors by ballot.

Michigan Southern and Northern Indiana R. R.—John B. Jervis, Esq., has resigned the presidency of this road, and is succeeded by Robert B. Doxtater, Esq., of Rome, New York, and late of the Rome and Watertown Railroad Company. Mr. D. has won a favorable reputation as an intelligent and efficient railroad man, and will no doubt give satisfaction in his new position. Mr. Jervis resumes his post of chief engineer, a position he has heretofore filled with much ability.

OPENING OF THE BELLEFONTAINE AND INDIANA R. R.

We congratulate the directors and stockholders on so early a completion of a large part of their line. Great credit is due to the engineers and contractors.

MARION, O., April 25, 1853.

EDITOR R. R. RECORD: I have the pleasure to inform you, that on Saturday the 23d inst., the Bellefontaine and Indiana Road was formally opened between Marion and Bellefontaine; which, in connection with those portions previously opened, makes a continuous line from Galion to Loramie Creek, a distance of 92 miles. On the day named, a party of ladies and gentlemen, to the number of about four hundred, passed over the road from Galion to Bellefontaine and back. To-day, the regular passenger and freight trains commence running between Galion and Sidney, 83 miles. They will run in connection with the trains on the Cleveland, Columbus and Cincinnati, Ohio and Pennsylvania, and Mad River Railroads, affording a convenient and direct route from Dayton and other points in the Miami valley to the Eastern cities.

By this route, passengers leaving Dayton in the morning, will arrive at Galion at one o'clock, in time to proceed the same evening to Cleveland, and the same night to Pittsburgh. Returning, passengers leaving Cleveland in the morning, will arrive at Dayton the same evening. The time is so arranged for the present, as to connect at Galion with trains north and south on the Cleveland, Columbus and Cincinnati Road. Until the line now in progress between Springfield and Delaware shall be finished, the Bellefontaine and Galion route will be the shortest from Dayton to Cleveland, as well as to Pittsburgh. R.

CINCINNATI, UNION AND FORT WAYNE R. R.

At a meeting held at Greenville, Ohio, on the 2d day of April, 1853, the following railroad companies were represented, to-wit: The Cincinnati, Hamilton and Dayton; the Twin Creek; the Greenville and Miami; and the Cincinnati, Union and Fort Wayne Company.

On motion of Mr. L'Hommedieu, Pres. C., H. & D. R. R. Co., Judge Smith, Pres. C., U. & F. W. Co., was called to the chair, and stated the object of the meeting; and Mr. Stedman, of Cincinnati, was appointed Secretary. The meeting then proceeded to consider the subject of forming a through line from Cincinnati to Ft. Wayne, and after deliberation, an agreement was drawn up and signed by the several companies represented. "That the said companies form a through line for freight and passsengers from Cincinnati to Fort Wayne, over their respective lines of roads, and that through bills and tickets be given over said lines, at such rate as may, from time to time, be agreed upon by said companies, to be divided between said companies in proportion to the distance run over each road." And it was further agreed, that a uniform gauge be adopted by said roads, and that the whole line be of the same gauge from Cincinnati to Fort Wayne.

On motion of Mr. Wilson, a Director of the Greenville and Miami Railroad Company, it was agreed between the Greenville and Miami Railroad Company and Twin Creek Railroad Company, that upon the completion of Twin Creek Road, the Greenville and Miami Road would stock, and run it in connection with their road from Union to Junction, on fair and just principles, forming, for that purpose, a modified consolidation, so that one management only be required, and the dividends of profits to the stockholders of each company, to be made from the net earnings of each road.

On motion of Mr. L'Hommedieu, it was unanimously

Resolved, That the Cincinnati, Union and Ft. Wayne Company put their entire line under contract, as soon as the same can be prepared for letting, to be finished in eighteen months.

On motion of Mr. Votaw of the Cincinnati, Union and Fort Wayne R. R. Company.

Resolved, That the proceedings of this meeting be published in the Cincinnati papers, and in the papers along the line of roads, and at Fort Wayne, and also in the papers at Indianapolis.

JER. SMITH, *Ch'n.*

G. T. STEDMAN, *Sec'y.*

RAILROAD MEETING.

Below we give the proceedings of an adjourned meeting, held for the purpose of organizing a line of railroad from this city to Portsmouth, by a route more northerly than that mentioned in another column.

In pursuance of previous arrangement, an adjourned meeting of the friends of the proposed railroad from Cincinnati to Locust Grove, via Batavia, Williamsburgh, Sardinia and Winchester, was held in the town of Winchester, Adams Co., Ohio, on the 15th day of April, 1853.

Doct. M. Overfield was called to the chair, and Jerome DeBruin appointed Sec'y.

After several able explanatory speeches in favor of said railroad route, the following resolutions were adopted:

Resolved, That Joshua Gore be employed to make a preliminary survey of the proposed route, and report to a called meeting at his earliest convenience.

Resolved, That the engineer be requested to call meetings of the friends of the road at such time and places as he may deem most important for the advancement of the contemplated railroad.

Resolved, That a copy of the minutes be sent to the Cincinnati and other papers printed in the several counties through which said road shall pass.

M. OVERFIELD, *Pres't.*

JEROME DEBRUIN, *Sec'y.*

WINSLOW'S COMPOUND RAIL.

This promises to be one of the very best improvements in the art of railroad construction. By making the rail of two bars, fitted together, each having its joint at different places from the other, the rail becomes *continuous*—thus avoiding the breaks in the bar, by which snake heads are formed, and by which the strength of the bar is materially impaired. From the nature of the late accident on the Cumberland Road, it appears quite evident that if the road had been laid with the compound rail the accident would not have happened. For it was admitted by the passengers that the utmost care had been observed in running the cars. It was the road itself which gave way. The timber was poplar, and the rails separated. Notwithstanding the giving way of the earth, if the rails had been *continuous*, they would have probably held together long enough to have passed the cars.

But the avoiding of the break is not the only advantage of this rail. We are informed, by an experienced engineer, that the *light* bar wears the best. But the compound rail is made of *two* light bars; and he says he thinks the greatest advantage of the compound rail is this very fact, that it combines two light rails, and will wear better.

Several railroads have now adopted Winslow's Compound Rail. We have already noticed the fact, that the Cincinnati and Marietta Railroad Company have engaged 2,500 tons to be made at Hanging Rock. They had previously engaged 8,000 tons of the same rail to be made in England. Mr. Winslow now manufactures for the West at Hanging Rock, and expects to make 5,000 tons this season.

The iron rail may be considered, next to grading, the most important thing in the art of railroading. Short curves, and even pretty high grades may be overcome without great difficulty; but a road can not be run with rapidity without a heavy rail; nor safely, without some such contrivance as the compound rail. We consider the compound rail as a most useful and valuable improvement in the construction of railroads.

MISSOURI RAILROADS.—The Justices of the St. Louis county court, have entered an order for an election to be held on the 4th Monday in April, to decide whether the county of St. Louis shall subscribe for $500,000 of stock in the North Missouri Railroad, and for $400,000 in the Iron Mountain Railroad. The vote on the proposition is to be taken jointly so that the fate of the one will be the fate of the other. The question as to whether the county shall issue the bonds for the amount, or levy a special tax upon the property holders, will be decided the same day. In case the latter mode is adopted, the tax payers will receive the scrip of the railroad companies to the amount of the tax paid.—*Intel.*

EVANSVILLE, INDIANAPOLIS AND CLEVELAND STRAIGHT LINE RAILROAD.

Oliver H. Smith, late president of the Indianapolis and Bellefontaine R. R. Co., Willard Carpenter, of Evansville, and their associates, have organized a railroad company, of the above name, to construct a railroad from Evansville, on the Ohio river, to Union, upon straight lines. The length of this line will be about 225 miles, through the heart of the State. The road will be built on the Ohio gauge, so as to extend the through business from Cleveland, on Lake Erie, to Evansville, on the Ohio river, without reshipment.

A meeting of the citizens of Evansville was held on the 7th inst., in relation to this road. A committee was appointed to prepare articles of incorporation under the general law of the State. Much enthusiasm prevailed; several speeches were made, in which the necessity of such a road was shown to give Evansville a through connection to the Lakes; and resolutions adopted to urge upon the citizens the propriety of the city of Evansville taking stock in the road to the amount of $200,000. Judge Battelle acted as chairman. The meeting then adjourned to assemble again within two weeks.

Evansville is a brisk business town, and with the usual energy of her citizens, is determined not to be left behind in the railroad progress of the age. Her connections will be valuable should this road be constructed.

CINCINNATI, COLUMBUS AND CLEVELAND RAILROAD.—The Delaware Gazette of last week says: "Sixty thousand dollars of the $100,000 subscribed by the commissioners of this county, to the stock of the C., C. & C. Railroad, were sold during the present week to the Company at $130 per share, or 30 per cent. above par—making a gain to the holders of the bonds, or rather those who guaranteed their payment of $18,000; besides the excess of dividends over the interest, amounting to more than $3,000, which is paid in the stock of the Company at par and divided pro rata among them. The amount cleared on each $1,000 after deducting interest paid, is something over $300, which goes into the pockets of those of our citizens who, to secure the vote authorizing the subscription, assumed all the obligations incurred by the county in making it. One of the largest guarantors was absent at the time the arrangement was made, and the amount he holds is not included in the above sum. The bonds, (which are convertible into stock,) will be paid by the Company; and the county, as well as the persons who guaranteed their payment, are released from all further liability."

☞ Five thousand tons of rails, American manufactured, sold at Boston last week for $75 per ton, cash—the Baltimore and Ohio Railroad Company being the purchasers.

COVINGTON AND OHIO R. R.—We learn from the Staunton (Va.) Spectator, that Mr. Charles B. Shaw, the engineer who made the surveys for this road, has been appointed Chief Engineer for the construction of the work, and that having organized a corps of assistants, he will, in a few weeks, be actively engaged upon the line. The Spectator says:

"The western terminus of the road has been fixed at the mouth of Big Sandy river, where it will connect with the railroads of Kentucky running direct toward Louisville, and Nashville and Memphis, Tenn., and also direct to New Orleans and Mobile—and in short, with the whole system of Western railway.

"The eastern terminus is fixed at a point on Jackson's river, between Clifton Forge and Covington. The requisite notice has also been given to the James river and Kanawha Company, that the Covington and Ohio Railroad will claim the right of location along the "*Greenbrier route*," by the White Sulphur Springs, at the end of six months from the date of this notice."

We further learn, adds the *Spectator*, that Charles Ellet, Esq., has been appointed Chief Engineer of the Virginia Central Railroad.

RAILROAD INJUNCTIONS.

The district court at Norwalk have granted an injunction against the SANDUSKY CITY AND INDIANA RAILROAD. This is the charter under which the Mad River Road has constructed the short line from Tiffin to Sandusky City. The road is completed, and would have been run in a few days. The decision of the court is, that the organization is fraudulent, and there is no way that the road can be used by the Mad River Road or any other.—This decision also puts a *quietus* on the construction of a road from Defiance to Sandusky City—an organization under this same charter having a few days since been started under the auspices of some parties in Norwalk, Sandusky City, and Fremont.

The application for an injunction against the JUNCTION, OHIO, RAILROAD, to prohibit the bridging of Sandusky Bay, was argued last week before Judge McLean of the supreme court, and his decision was to have been given last Tuesday, 19th. The applicants are sanguine of success. We notice by the New York papers that the stock of the Junction Road, that a few weeks ago sold for 90 cents and over, is now quoted at 72½ cents. This great decline is doubtless caused by the fact of the pending question of this injunction.—*Blade.*

☞ The *iron nuptials* between Georgia and South Carolina were duly celebrated yesterday, as we learn by a private dispatch received here yesterday afternoon. The trains of the South Carolina Railroad passed over their new bridge into the city of Augusta, carrying a number of passengers to witness the joyful ceremonies.—*Charleston Courier, April 9.*

☞ The majority in favor of the subscription of 115,000, on the part of Dayton Township, to the Dayton, Xenia and Belpre Railroad, is very large—probably four to one.

STEUBENVILLE, MCCONNELLSVILLE, AND MAYSVILLE R. R.—A plan has been formed, and the preliminary surveys made, for a railroad from Steubenville through McConnellsville, to the Ohio river at Aberdeen, opposite Maysville. The preliminary surveys prove that a good route may be found. The object of the road would be to connect Pittsburgh and Steubenville with the South, at Maysville, as well as to accommodate the intermediate country. Two counties through which it would pass, Morgan and Adams, have no other railroad route, we believe, undertaken.

The distance between Steubenville and Maysville on this route, will be about 200 miles. The distance from Pittsburgh to Lexington, will be about 320 miles, which is some 30 or 40 miles nearer than by Cincinnati or by Wheeling.

Mr. McCleod, the Engineer, has returned from his surveys, but we are not informed what prospects there may be of raising the necessary capital.

☞ The Pittsburgh papers say that proposals will be received at the office of the Pittsburgh and Cleveland Company, in Wellsville, from the 1st to the 10th May, for the graduation and masonry of 39 miles of the Wheeling extension of their road, from the mouth of Yellow creek, below Wellsville, to the town of Bridgeport, Belmont county, Ohio, opposite Wheeling. The estimated cost of the road between the points named, is $750,000. There will be no grade over 15 feet, and no curvature of a less radius than 2,835 feet. No provision has yet been made to complete the gap in the river railroad, 22 miles in length, between Beaver and Wellsville; but it is stated that the county of Beaver is ready to subscribe $100,000 toward it, the moment Allegheny will take the lead in the matter, from which $200,000 is expected.

MINNESOTA ON RAILROADS.—At the late session of the Minnesota Legislature, the following named bills were passed:

An act to incorporate the St. Paul and St. Anthony Railroad Co.

An act to incorporate the Minnesota Western Railroad Co.

An act to incorporate the Mississippi and Lake Superior Railroad Co.

An act to incorporate the Minnesota and Louisiana Railroad Co.

An act to incorporate the Lake Superior, Puget Sound and Pacific Railroad Co.

☞ A telegraphic dispatch from Milwaukie, states that a contract has been entered into with Messrs. Bishop & Co., of Bridgeport, Conn., for the immediate construction of the Lake Shore Railroad, which it is the intention to complete to the Illinois State line within the current year. It is the intention of the Chicago Company to complete their half of the road in the same time.

IMPORTANCE OF IRON.—Railways, says a Liverpool circular of the metal dealers, have become a necessity of the age, and increase of wealth led at once to their rapid extension. American enterprise has been foremost in seeking to meet this claim, and Canada, Russia, Sweden, Spain, Egypt, and India, have also sought to extend or introduce the iron road. The adaptability of iron for marine purposes has been proved to demonstration; its superiority for the construction of sailing vessels is now acknowledged, whilst for steamers (especially propelled by screw) its use as a substitute for wood is becoming almost universal. The consumption of iron in this comparatively new department is immense, and it has been impossible to keep pace with the demand. At present, upward of fifty iron vessels are constructing on the Clyde alone, whilst the builders on the Mersey, Thames, Tyne, and Ware are so full of work as to be unable to take fresh contracts.

RACINE, WISCONSIN, is alive with excitement at the prospect of a railroad which, commencing at that place, will finally connect with the Mississippi river. On Saturday, April 2, the contract for building the road to Beloit was let to Wm. A. Dutcher and his associates, who are to complete the connection to Beloit by the first day of September, 1854. Sanguine expectations are entertained of continuing the road to the Mississippi at a point called Savannah.

DAYTON SHORT LINE ROAD.—NOTICE TO CONTRACTORS.—It will be seen by Messrs. Ferrell & Dunham's advertisement in this number of the RECORD, that the time for receiving proposals for the work on this road is postponed until the 13th of May, and that the profile, specifications, &c., will not be ready, owing to unavoidable circumstances, until the 2d of May, instead of 25th April, as advertised.

SLEEPING CHAIRS ON THE NIGHT TRAIN. Through the politeness of Mr. Moore, Superintendent of the M. S. & N. I. R. R., we were a few days since shown a sample of Sleeping Chairs with which he is now fitting up the cars of the night express train between Chicago and Toledo. This is a very desirable improvement. The chairs are so constructed as to be thrown back for repose at night, and upright for day travel.—*Mich. Expositor.*

SUNBURY AND ERIE R. R.—It is stated in the Philadelphia papers, that an agreement has been made between the Sunbury and Erie Railroad, and the representatives of a Company of rich foreign capitalists, by which the latter agree to furnish $4,000,000 to build the road and insure its completion within two years. This arrangement is subject to the approval of the parties interested abroad, and if it meets their approbation, the road will be at once put under contract.

Miscellaneous.

THE CALORIC ENGINE.

LETTER FROM CAPTAIN ERICSSON.

Although we are not prepared to give any definite opinion of our own upon the subject of Captain Ericsson's new Engine, yet, being desirous that it should have *fair play*, and knowing that new inventions are not always perfect upon the first essay, we copy from the New York Times the following letter from that gentleman, to the publishers of APPLETON'S MECHANICS' MAGAZINE, correcting sundry misstatements made in that work, concerning the Caloric Engine.

Any remarks of ours, laudatory of Capt. Ericsson's skill and genius, would be superfluous. We sincerely hope that his experiment will be fully successful, both for his own sake and the benefit that would accrue therefrom to the world at large. Capt. Ericsson says:

You state that the furnaces of the caloric ship present 130 square feet of grate surface—this is not true; they only present 76¾ square feet. You assert that forced blast may be resorted to, to such an extent that *eighty* tons of coals may be consumed in the caloric ship in twenty-four hours. This assertion is untrue; no forced blast whatever can be applied, nor can the consumption exceed *eight* tons in twenty-four hours, the chimneys being only thirty inches diameter, and twelve and a half feet above deck; small passages were originally formed for passing air through the exhaust pipes, under the furnaces, in case the powerful suction of the engines should be found to produce a back draught; such a difficulty not having been experienced, the passages alluded to were long ago closed with brickwork. Your assertion therefore, is groundless, and you fall short of the truth in the ratio of *ten* to *one*.

You next state that we have only *fifty* wire disks in each of our regenerators, composed of wire-cloth of four meshes to the inch; this is equally untrue, for we have *one hundred and fifty* disks, and only half of this number is of the kind you mention, the remaining half being much finer. According to your statement, our regenerators would only present about 4,600 square feet of heating surface, whereas they actually present upwards of 15,000 square feet; laboring under this gross error, you draw the inference that our regenerators are of little use, &c. Now, the *fact* is, that our regenerators in the caloric ship are singularly effective, the temperature of the air in the exhaust pipes never having reached over thirty-one degrees above that in the conductors from the supply-cylinders!

You broadly assert that the quantity of fuel consumed in the caloric ship has not been ascertained, and you brand our great demonstration as a failure; now the fuel *has* been accurately weighed, and the consumption found to be four and a half tons in twenty-four hours, effecting a speed of more than seven miles an hour: that you call a failure! Is there a steamship in existence, of the size of the *Ericsson*, capable of going at that rate on twice the stated consumption? Let me state a fact here which has not yet appeared before the public. The elasticity of our wrought iron heaters has been found so great, that during our trials, and during our trip to Washington, we did not venture to average more than seven and a half pounds pressure per square inch; *cast* iron heaters are now being made, to enable us to carry full pressure.

You state that my engine is nothing but a copy of Sterling's air engine; or rather you state that which leads to that inference. Now it would be difficult to conceive two machines more dissimilar in action and mechanical construction; Stirling expands and contracts a certain volume of air, and thereby operates a working piston, the power of which is most precarious, as it diminishes the instant the piston moves; my caloric engine, on the other hand, resembles a high-pressure steam engine; it has a pump and a working cylinder—the former charging a receiver, from which the latter receives its supply, like a steam-cylinder from the boiler. By the emphatic manner in which you place before your readers the discussion on Stirling's engine before the Institution of Civil Engineers in 1846, and call it "old," your readers are made to draw the inference that I am forestalled. Let us see how the case stands: In 1833, I put my caloric engine in operation in London, and submitted the principle of *employing heat over and over again* to the scientific world. Faraday and Lardner repudiated the idea, but soon became convinced, and lectured on the subject to large audiences. The celebrated Dr. Ure, and Ritchie also, became my warm supporters. Will any one contend, therefore, that I am forestalled by an echo, in the Institution of Civil Engineers, 1846, of the arguments which I had advanced thirteen years previously?

I will not take up your time by further discussion, simply observing, in conclusion, that the course of your journal, in regard to my invention, and your endeavors to check its development, is at variance with the spirit of a progressive age. If you can not *encourage*, then keep *silent*, or, at any rate, if you will oppose me, then *speak the truth*, or the usefulness and respectability of your journal will be seriously compromised.

Yours, &c.,
J. ERICSSON.

☞ The contract for constructing the Saut Ste. Marie canal, has been awarded to Erastus Corning, of Albany. His propositions are to complete the canal for the seven hundred and fifty thousand acres of land appropriated, with the understanding that all taxes shall be remitted as authorized by the supplementary act of the Michigan Legislature last winter. The work is to be completed within two years from signing the contract. We since learn by a telegraphic dispatch from Detroit, that an injunction has been sued out in the Supreme Court of Michigan, by the unsuccessful bidders for the contract, prohibiting the Commissioners from executing a contract for this work with Mr. Corning and his associates, to whom it had been awarded.

CHICAGO AND BUFFALO—THROUGH LINE.—On the 11th inst., the first train of cars went through from Chicago to Buffalo, the railroad between those cities being now completed. The time occupied was twenty-four hours.

AN IMMENSE JOB.

A few years ago, remarks the Albany Knickerbocker, the Dutch who conquered Holland, resolved that they would add to the fertile ground in the Kingdom by pumping out Harlem Lake—a lake seventy miles long and twenty broad, an area equal to Lake Champlain.

To carry out the undertaking, three immense engines were constructed in the fall of 1847, although the pumps did not commence till the spring 1848. Late accounts say the job is nearly completed, the greater part of the bottom being exposed.

To lower the lake one inch, four million tons of water had to be lifted. In three years, the lake was lowered 7 feet 3 inches; in December last it was lowered nine feet and a half, and it is now nearly dry. It is believed that no less than 700,000,000 tons of water have been lifted by the engines since they commenced operations. This is equal to a mass of solid rock a little more than three square miles and 100 feet high, that is, allowing fifteen cubic feet for a ton. We can easily see what an immense amount of labor the engines performed, and what power there is in coal applied in a state of combustion to water, for the purpose of raising water. Each engine was three hundred and fifty horse power; and so economical were their working qualities, that two and a quarter pounds of Welch coal per hour was all the fuel used for each engine. The Dutch Engineers were nearly unanimous for the old wind-mills, which had been so often employed for the same purpose, but it was ascertained by two English Engineers that the engines could be built and do the work for one half the amount of wind-mills. This has been completely fulfilled.—*London Times.*

CREOSOTING TIMBER.

Everybody has had the toothache—consequently, everybody knows what creosote is. Very few people are, however, aware that the clear-watery-looking spirit with which they have vainly scorched and blistered their gums, is, though in a different form, a cure for all the ills which wood is heir to. The so-called "creosote" employed in the process of embalming wood, is one of the products obtained by distillation from common coal tar. It is a thick dark brown oil, rather heavier than water, with which, of course, it will not mix. It is not quite the sort of stuff which one would like to put into one's mouth, even in the delusive hopes of curing pain. The spirit which the chemist sells by the same name is distilled, with much more care and elaboration, from a different material. There is an extensive establishment for creosoting timber, which is done by machinery, and by putting the timber in exhausted receivers) in the vicinity of London. The action of creosote upon wood is to completely fill up the pores, and to coat the fibres so that it almost loses the character of wood, and acquires the consistency of pitch. It is, when prepared, utterly insensible to the action of air or water; and so pre-eminently nasty to the taste, that even the most voracious insects will not touch it. One of the most observable points of this process is, that it bestows its gift of longevity mainly on the poorer and more despised sorts of wood, and comparatively refuses it to the aristocrats of timber. Pine, fir and all soft porous woods obtain from it an apparently endless grant of life; while oak and beech, and all the harder trees, are prevented, by their own superior close grain, from an equal participation in its benefits. The oil cannot get into them in sufficient quantity to thoroughly fill all their pores. The application of creosote to railway sleepers, we presume, will, before long, become universal throughout the world. And if it continues to faithfully discharge its duties, and to watch with the unfailing care it has hitherto exhibited over the wooden interests committed to its charge, shielding them from all enemies, however powerful or cunning, we may expect that, in the course of time, forests will begin to grow all over the world again, because there will be no use for them when cut down. When that happens, what will become of the timber merchants?—*Ex.*

THE SUGAR MAPLE.

The Boston *Mail* says: This tree flourishes throughout the most of North America. Its hight is sometimes 100 feet. It is highly ornamental, and loves a cold climate. It makes the best of fuel. Its great excellence consists in yielding sap for the manufacture of vast quantities of maple sugar in the country during the months of Spring. An open winter, constantly freezing and thawing, is a forerunner of a bountiful crop of sugar, An orchard of maple trees is almost equal to a field of sugar cane of the same area, in the production of sugar. This tree reaches the age of 200 years. The statistics of the United States census for 1850, show that about thirty-four millions of pounds of maple sugar were manufactured in that year.

Of the twenty-seven States in which this sugar is manufactured—

Maine produced, lbs	1,392,427
Vermont	5,159,641
New York	10,310,744
Pennsylvania	2,218,641
Virginia	1,223,908
Ohio	4,528,548
Michigan	2,423,997
Indiana	2,921,638

These are the largest producers. Vermont makes by far the largest quantity in proportion to its territory.

In addition to this large yield of maple sugar in the States, the Indians east of the Mississippi river make annually 10,000,000, and those west of the river 2,000,000 lbs.—The maple sugar product of the Canadas, in 1849, is stated as follows:

Upper Canada, lbs	4,160,667
Lower Canada	2,303,168

Besides the above sugar crop, there was a yield by the sugar maple in the United States, in 1850, of 40,000,000 gallons of maple molasses.

LAKE SUPERIOR IRON.

On the eastern shore of Lake Superior there is an iron ore said to be nearly as pure as pig iron. The following is a table of the strength in pounds per inch of different kinds of iron as tested by Major Wade:

Salisbury, Conn	58,000
Sweden	58,184
Center Co., Pa	58,400
Lancaster, Pa	58,661
McIntyre, Essex Co., N. Y	58,912
England (cable bolt E. V.)	59,105
Russia	76,069
Jackson Mountain, Lake Superior, as determined by Major Wade	89,582

It is perfectly possible to make iron of even superior strength to this out of the New York and Connecticut ores, but at what cost, is the question. It is not possible to tell the quality of an ore by merely testing the iron made from it; we want to know how that iron was made. Steel is stronger than iron, yet it can be made out of iron from any good ores.—*Scientific American*

Atmospheric Telegraph.—Mr. I. S. Richardson has invented a machine, the operation of which was exhibited to a company of scientific gentlemen and members of the press, at No. 24 Merchants' Exchange, for the transportation of letters, packages, &c. The vehicle for transport, as experimented upon, is a lead tube, one inch in diameter and twenty feet long. The letter or package to be conveyed is folded and placed in a bag attached to a plunger, and is propelled by a pressure of air. The plunger is so arranged that the air can not pass it. No friction is created. We saw packages pass and repass the tube mentioned above in a second. We understand that an Atmospheric Telegraph Company has already been formed, and that a line is to be erected between this city and New York, having stations at Worcester, Springfield, &c. Mr. Richardson is very confident that by means of the tube, letters can be conveyed to New York in *fifteen minutes!* or as speedily as business is now done by telegraph. He invites business men to call and examine the instrument, and witness its operation.—*Boston Post.*

Minerals of East Tennessee.—In an enumeration of the minerals which are found in great abundance in East Tennessee, the Knoxville Register mentions iron, coal, marble, hydraulic limestone, salt, copper, lead, zinc and plumbago. A goodly list. Even the sands of East Tennessee, says the Register, make an article of glass superior to that manufactured in other parts of the Union.

Market Gardening in England.—Within a radius of fifteen miles from London, there are two hundred thousand acres of land in the hands of market gardeners, all laboring for the London market. Ten thousand loads of turnips, 100,000 sacks of peas, 20,000,000 heads of celery, 40,000,000 cabbages, and 1,000 tons of watercresses are said to be sold annually in Covent Garden market alone, to say nothing of the potatoes, carrots, beets, onions, herbs of all kinds, &c., which are sold in immense quantities.—*Scientific Amer.*

Silesian Iron.—The most extensive display of iron, in all the stages of its manufacture, is sent from the numerous forges of Hutten of Count Renard, who alone occupies a large portion of the basement of the building. The quality of the metal produced at his works has secured a local reputation, though other establishments, as the Laura Works, at Beuthen, produce iron in bar and the larger forms in greater quantity. The Renard Works are unrivaled in the finer sorts, and of hoop iron, nail rods, wire, cast iron for cooking vessels, steel in many varieties, especially forged steel of the finest quality, there is a most abundant supply. Sheet iron is exhibited from these works, of such a degree of tenuity, that the leaves can be used for paper. A bookbinder of Breslau has made an album of nothing else, the pages of which turn as flexible as the finest fabric of linen rags. As yet, no extensive application for this form of the metal has been found, but the manager says the material must precede the use for it; perhaps books may hereafter be printed for the tropics on these metallic leaves, and defy the destructive power of ants of any color, or strength of forceps. We have only to invent a white ink, and the thing is done. Of the finest sort the machinery rolls 7,040 square feet of what may be called leaf iron, from a hundred weight of metal. In point of price, however, the Silesian iron cannot compete with the English; much is still smelted with wood, and the coal and iron districts lie at great distances from each other, so that much capital is consumed by the conveyance of fuel to the works.—*London Mechanics' Magazine.*

District of Columbia.—The cities of Washington and Georgetown are to be supplied with an abundance of pure water, from the Potomac river at the Great Falls—a distance of thirteen miles. The works will cost about $2,000,000, and Congress is to supply the money. The report of the Engineer, Lieutenant Meigs, who made the surveys, says, in substance:

Every dollar of capital expended, will bring for centuries, nineteen gallons a day of good and wholesome water into the District. In New York, each dollar of capital expended in the construction of the Croton, delivers two and a half gallons a day, and in Boston each dollar delivers two gallons only. The explanation of this great disparity is to be found in the shortness of the line proposed, being less than thirteen miles, and the favorable character of the ground on which it is located.

Texas.—A Texas paper has the following:

The cotton crop of Texas raised last year, is estimated at 120,000 bales. The crop has been doubling itself for the last twelve or fourteen years, and at this rate of progression, in three more, all the ox teams that can be mustered will prove insufficient to haul the enormous load.

The Leon Pioneer has a long and interesting article on the subject of railroads in Texas. The Pioneer is in favor of the construction of a grand trunk railroad tapping the center of the state from east to west. Compared with a road of this character, it says, any other road, or system of roads, must sink into insignificance.

The Pioneer is right. A grand trunk road (if it be judiciously laid) will be the parent of all necessary lateral roads. It will make the people build those roads.

The New York Courier says: A process was discovered some few years since by Dr. Sacquet, of Paris, by which bodies can be embalmed in one hour, so as to preserve them with the appearance of being asleep, without any cutting or mutilating except a small incision which is made for the purpose of injecting a chemical fluid. A body prepared in this way preserves a healthy hue and even the marks that disease and death naturally leave, will pass away.

Life Insurance.

The Legislature of Ohio very wisely postponed the bill to regulate Insurance on Lives by foreign corporations, till the next Session. This will give time for the adjustment of this commercial interest, upon a basis worthy of the great State of Ohio. In the meantime, we commend the law of enlightened Massachusetts on this subject again to the consideration of the public, to be found in the public statutes of that State, session of 1851-52. The great end secured by this statute, is security to the public against irresponsible corporations, while the Companies carrying with them the evidences of soundness, are very lightly taxed. This is as it should be.

With regard to what tax ought to be laid on Life Insurance, we can not offer any more appropriate remarks than are to be found in a standard work lately published in this city, by Derby & Co., entitled Lectures on the Science of Life Insurance, Addressed to Families, &c., by Moses L. Knapp, M. D., from which we make the following quotations:

The cause of all the evils that exist in Life Insurance, is chargeable to public ignorance of the principles of the science; and yet these principles are so singularly plain, that any family may acquire them at a very small outlay for these lectures, and two or three evenings spent in carefully reading them; thus securing themselves against the dangers of imposition.

How the Public is imposed on.—The selfish spirit of commerce frames specious plans, and takes advantage of public ignorance, appealing to it in magnificent puffs and nostrum-like advertisements, ringing the changes on *low charges*, or *half credit*, or *fifty per cent. scrip dividends*, or *total abstinence-rates*, or some other new-fangled *catch*, and the people not knowing any better, are, of course, easily humbugged.

How Legislation Blunders.—Legislation steps in; but the people are the law-givers, and as an Egyptian darkness of ignorance prevails in all of the States, things are very liable to be made worse through the mists of this ignorance and Life Office bribery and corruption combined. A *deposit-law*, with intent to benefit the Home Offices, is perhaps the result, (requiring the deposit of a large capital from Companies foreign or chartered by other States, amounting in the main to a prohibition,) as if *capital*, and not *correct usages*, were the safe-guard of the public. Or, perhaps, some stringent *license-law* is passed, requiring of each foreign agency established, from $100 to $1,000 per annum, according to the population of the town or city! Or, an enormous tax of two or three per cent. is laid on premiums! All taxes imposed on Life Insurance come off of the insured persons, you must remember, whose money deposited as premium for Life Insurance, has already paid its quota of tax in some other form. The State, then, in taxing Life Insurance premiums, is exacting of its own citizens duplicate taxes on deposits made by husbands and fathers, to save their families from liability to destitution, and so becoming a tax on the State for education, support, punishment for crime, or otherwise: in other words, the State is taxing families *onerously* for their commendable prudence, economy, frugality, and all the best and most conservative virtues that warm and circle round the heart of the provident husband and tender father. Life Insurance is a *public beneficial institution*, and ought to be encouraged as much as public schools.

Grounds for Taxing Fire and Marine, and Exempting Life Insurance.—There may be some just grounds for raising revenue by levying taxes on Fire and Marine Insurances: property or capital lost is restored again by the equalization of Insurance, and the owners can afford to pay something *extra*, in the shape of a tax to the State. But a life once lost can not be made good. It is an irreparable loss to the State, as well as to the family; and if a husband and father has been so thoughtful and prudent as to lay up his savings during his life in a Life Insurance purchase, in order to secure the family, *after his death*, from poverty, temptation and liability to vice and crime, etc., it is the best security he could have given the State against taxation on his account, and the best moral guaranty for rearing up good citizens to the State, and therefore these species of prudence should never be taxed. It is retarding the best virtue that could prevail. It is being penny wise and pound foolish to do so. It is worse than this; it is moral blindness and criminal exaction. A system of bounties offered families to embrace it would be more sensible.

Life Insurance Legislation, therefore should be a distinct matter from Fire and Marine Insurance Legislation. All that any State should require or seek to secure, should be the protection of its citizens from injury, loss and imposition. Every Company establishing an agency abroad, should be required to show its hand under oath, and agree that legal process served on the agent shall be binding on the Company. This constitutes the burden of the requirements that a State should exact of Companies external to her jurisdiction. "*An act to enlighten the public*," would be more sensible than prohibitory laws.

Remedy for the Evils of Life Insurance.—The remedy is to agitate the subject. Agitation by discussions in your lyceums and public prints; by public lectures; through publications in pamphlet form; by means of conventions; by founding an Institute of Actuaries; memorializing the legislatures; and in raising funds for the dissemination of the sound principles of the science. There must be an united effort made by the correct and honorable-dealing Offices, if they would redeem Life Insurance from charlatanism and Legislative blunders, and engraft it upon the affections of the people.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	96	97
Do do	" "	6	1880	94	95
Do do	"	7	1860	95¼	
Do do		6	1885	91	92
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	102	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	90	95
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	
Do do	2d " not convertible	7	1861	99½	
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible 1862			97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6			
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	96	98
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	par.	
Indiana Central	1st " convertible	7	1866	99	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	92	94
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	93	94
Do do	2d " "	7		85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	101	103
Mansfield and Sandusky	1st "	7	1860	84	87
Do do	2d "	10	1853-7		
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st "	7		87	90
Michigan Central	No mortgage, convertible	8	1860	114	116
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	103	105
Do Southern	1st " " "	7	1860	103	104
Milwaukie and Mississippi	1st " " 1857	8	1862	101	105
New Albany and Salem	" on 1st section	10	1858-62	107	109
Do do	1st " on other sections, convert.	8	1864-75	95	97
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	119	120
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	99	100
Northern Indiana	1st mortgage, not convertible	7	1860	100	101
Do do	2d "			93	94
Ohio Central	1st mortgage, convertible, west section	7	1861	101	103
Do	1st " " east "	7	1864	100	102
Ohio and Indiana	1st " "	7	1867	97	98
Ohio and Pennsylvania	" "	7	1865-6	108	109
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	127	130
Parkersburgh	" Guar. City of Baltimore	7		103	104
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st "	7			
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	
Steubenville and Indiana	1st " "	7	1865	93	
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	82	83
Bellefontaine and Indiana	50	99	101
Chicago and Galena Union			
Chicago and Rock Island			
Cincinnati Hamilton and Dayton	100	105	105½
Cin. Wilmington and Zanesville		60	
Cleveland, Columbus and Cin		125	126
Cleveland and Erie			
Cleveland and Pittsburgh	50	100	101
Columbus and Lake Erie	50	55	70
Columbus and Xenia	50	116	117
Covington and Lexington	50	70	72
Dayton and Miami			
Dayton and Western	50	75	80
Eaton and Hamilton	25	70	73
Hillsboro' and Cincinnati	50	72	75
Illinois Central	100	130	135
Indiana Central	50	85	90
Do do 10 per cent	50	87	90
Indianapolis and Bellefontaine	25	96	99
Indianapolis and Lafayette	50	72	75
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	87	90
Lawrenceburg and Upper Mississippi	50	76	79
Lexington and Frankfort			
Little Miami	$50	120	122
Louisville and Frankfort			
Macon, Georgia		106	108
Mad River and Lake Erie	50	89	91
Madison and Indianapolis		102	103
Marietta and Cincinnati		65	75
Maysville and Lexington		60	
Michigan Central		115	116
Michigan Southern		130	131
New Albany and Salem	50	55	60
New York and Erie	100	90	91
Northern Indiana		130	131
Ohio Central	50	95	100
Ohio and Mississippi	50	90	92
Ohio and Pennsylvania			
Panama		125	126
Pennsylvania	50	100	101
Peru and Indianapolis	25	65	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	65	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		105	108
Toledo, Norwalk and Cleveland		112	113

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	OFF'D.	ASK'D
U. S. Loan, 6s, 1856	107	107¼
Do 6s, 1862	114	115
Do 6s, 1867	120	120½
Do 6s, 1868	119½	120
Do 5s, 1853, (int. ceases July 1)	100½	101
Do Coupons, 1862	115	
Do " 1868	120¼	
Do " 1853		

State.

Alabama 5s	90	95
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110	111
Do 7s		
Illinois Canal Bonds, 1860	97	100
Do do 1860, registered	107	110
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	89	90
Do Interest do	62	64
Indiana 5s	96	97
Do 2½s	52	53
Do Canal Loan 6s	96	100
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	9	10
Kentucky 6s, 30 years, 1871	109	110
Do 6s, 15 years	105	107
Do 6s, large bonds	107	109
Do 5s	93	95
Michigan 6s	102	105
Ohio 6s, 1856	104	105
Ohio 6s, 1860	108	109
Do 6s, 1870	114	115
Do 6s, 1875	115	117
Do 5s, 1856	101	102
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	96	97
Tennessee 6s, new loan	107	109
Do 5s	95	96
Virginia Coupons, 6s, 1886	110	111

City Securities.

Philadelphia 6s, 1876-90	105	106
Baltimore 6s, 1870-90	106	107
Do 5s 1865	92	92½
Boston Bonds, 5s, 1860	101	102
Albany 6s, 1867-9	106	117
Cincinnati 6s, 1860	103½	104
Do 6s, 1897	104	105
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
Lawrenceburgh, Ia., 7s	80	90
St. Louis 6s, 1870	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869-71	96	97
Do coupons, 1883	101	102
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872		108
Covington 6s, 1881	93	94
Chicago 6s, 1876-7	99¾	100¼
Memphis 6s, 1882	88	90
New York 7s, 1857	108	
Do 5s, 1858-60	100	101
Do 5s, 1870-5	103	104
Do 5s, 1890	104½	105
Richmond 6s, 1882	93	94
Dayton, O., 7s, guar'd by Mad R. R. R. 1861,		

County Bonds.

St. Louis 6s, 1866	98	
Do 7s, 1871	107½	
Fayette, Ky., 6s, 1881-2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	98	
Guernsey, O., 7s, 1862	98	
Darke, O., 7s	92	98

Banks.

OHIO.

Ohio Life Insurance and Trust Co	104	105
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	111
Northern, and Branches	115	117
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	98	100
Farmers' Bank of Kentucky	102	105
Newport Safety Fund Bank	97	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	98	100
Planters'	95	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.			
California, ℔ oz	$17 55	@	$17 65
Spanish Doubloons	17 10	@	17 20
Patriot Doubloons	16 10	@	16 20
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 06	@	1 06½
Portuguese gold	1 00	@	1 01
SILVER.			
American Dollars	1 03	@	1 14
American, halves	1 03	@	1 04
Spanish Dollars	1 06	@	1 09
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97

LAND WARRANTS.

	Off'd.	Ask'd.
60 acre warrants	$164	$168
80 acre warrants	83	86
40 acre warrants	42	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, April 23, 1853.

1 Bond		State of Indiana, Wabash and Erie Canal	11 00
63 Shares		Firemen's Insurance Co., per share, not sold, offered	19 50
25	"	Cincinnati Insurance Co., per share	24 25
13	"	Kentucky Trust Co. Bank stock, not sold, offered	97 50
5	"	Do do do	passed.
2	"	Cincinnati and Hillsboro' R. R. stock,	passed.
26	"	Do Do do with back interest to purchaser	73 00
98	"	Lawrenceburg and Upper Mississippi Railroad stock, interest $109.53 to to purchasers	79 00
25	"	Covington and Lexington R. R. stock, interest to purchaser	71 50
44	"	Peru and Indianapolis Railroad stock,	65 00

Wednesday, April 27, 1853.

15 Shares		Cincinnati Coal Mining Company, per share	7 25
20	"	Do do do	7 00
75	"	Fireman's Insurance Co. stock, not sold, offered	19 00
18	"	Kentucky Trust Co. Bank stock, per cent., not sold, offered	99 50
40	"	Cincinnati Insurance Co. Stock, per share	23 75
21	"	Covington and Lexington R. R. stock,	70 00
13	"	Do do do	passed.
90	"	Lawrenceburgh and Upper Mississippi R. R. stock, not sold, offered	74 50
30	"	Indianapolis and Bellefontaine Railroad stock, not sold, offered	97 25
5	"	Indiana Central Railroad Stock	passed.
1 Bond, City of Covington, $1000, 6 per cent., Coupons attached, payable in 1881. Interest semi-annual			86 00
4		Do Do do do	85 25
1 Bond, City of Newport, $1000, 6 per cent., with Coupons attached, payable in 1881. Interest semi-annual			81 00
4		Do do do	withdrawn.

MONETARY.

At the East, the Money Market gives evidence of increasing ease. Call loans rate from 6 to 7 per cent. for prime bills. Sterling Exchange is dull, and rates from 109½ to 109¾; just low enough to prevent the shipment of specie. Stocks improve, also, with the improvement in money facilities. Business is good and presents a healthy appearance.

With us, the Money Market is improving, though the demand is equal to the supply, and out of door rates still continue from 1 to 1½ per cent. per month. The rates of Exchange show little change from our last quotations. In the Stock Market transactions have been light, though with an upward tendency. Every indication evinces a much easier state of things in financial affairs, for a time at least.

Banking Capital—Chicago and St. Louis.—Among the applications filed with the Auditor of the State of Illinois for new banks in Chicago, we notice the following: The Branaganta Bank, capital $3,000,000; Garden City Bank, $600,000; Exchange Bank, $1,000,000; Butcher's and Drover's Bank, 1,000,000; the Bank of the People, $500,000; American Exchange Bank, $500,000; Farmers' Bank, $150,000; Merchants' Bank, $560,000. Applications have also been made for a bank at Beardstown, capital $5,000,000; at Illinoistown, $5,000,000; Pekin, $1,000,000; Decatur, $1,000,000; two at Peoria, $1,000,000 each, &c., &c.

Literary Notices.

We have received the April number of the Journal of the Franklin Institute of the State of Pennsylvania, which is filled with the usual number of interesting articles upon the subjects of Civil Engineering, Patent Cases, Mechanics, Physics, Chemistry, and Bibliographical notices, from the pens of the regular contributors, with numerous illustrations. Subscriptions, $5 per annum in advance, free of postage.

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At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Guage, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FOR SALE.

A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

TWO STEAM ENGINES

For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.

Apply to J. A. & U. P. JAMES,
No. 167 Walnut st

RAILROADS.

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

PENNSYLVANIA RAILROAD.

NOTICE TO EASTERN TRAVELERS.

A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.
" " Cleveland " 26 "
" " Pittsburgh " 19 "

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R.,		$16 30
	Cleveland " "	10 00
	Massillon " "	10 00
	Pittsburgh " "	9 50
	Cincinnati " (Cincinnati to Pittsburgh by steamboat,)	11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, JR., & CO., Cincinnati.
February, 1853.

To Railroad Contractors.

THE Memphis and Charleston Railroad Company offer for contract the grading and masonry on 43 miles of their Road, extending from La Grange, Tennessee, eastwardly.

Bids will be received at La Grange, until May 25, 1853.

Twelve months time will be given for the completion of contracts.

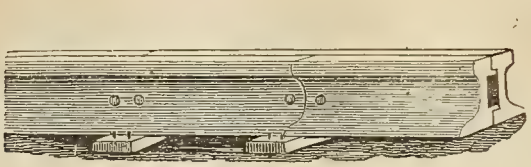
Payments in cash monthly, with a reservation of 20 per cent. until final estimate.

By order of the Board of Directors.

JAMES F. COOPER,
Chief Engineer.

Huntsville, Ala., April 8, 1853.—ap14-7t.

WINSLOW'S PATENT COMPOUND RAIL.





THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M

Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
Superintendent.

6*mr3

Notice to Railroad Contractors.

SEALED Proposals will be received by the undersigned, at their office, corner of Main and Court Streets, Cincinnati, until May 13th, 5 o'clock, P. M., for the graduation and masonry of about 20 miles of the Dayton and Cincinnati (short line) Railroad, from Dayton to Franklin. The line will be divided into sections from 2 to 3 miles in length. Estimates made once in each month in cash. Profiles and specifications will be ready for examination on and after the 2d of May.

The balance of the road, about 30 miles, will soon be ready to be put under contract.

FERRELL & DUNHAM,
Contractors for D. and C. (short line) R. R.

Cincinnati April 4, 1853.—ap14-4t

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

FULTON CAR MANUFACTORY,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Open and covered Freight Cars, four or eight-wheeled Crank and Lever Hand Cars, Trucks, Wheels, and Axles, and Railroad Work generally.

Cincinnati, Ohio, April 14, 1853.—†ap14.

TO CONTRACTORS.

La Crosse and Milwaukie R. R. Co.

PROPOSALS will be received at the office of the Engineer of said Company, in the city of Milwaukie, up to the 10th day of May next, for the grading, bridging, superstructure, station houses, water stations, and equipments of the first division of the La Crosse and Milwaukie Railroad, extending from the city of Milwaukie to Portage City, on the Wisconsin river. Propositions will also be considered for the grading in sections, and for the superstructure and buildings separately.

By order of the Board.

J. L. BEAN, Pres't.

Milwaukie, April 6, 1853.—ap14-4t

LOCOMOTIVE LANTERNS.

I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-Plated Reflectors, Copper Cases, and in every way equal to the best manufacture in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

E. P. PENNIMAN. WILLARD ELMER.

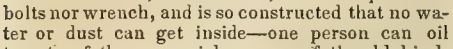
Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



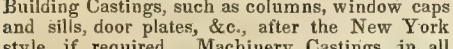
SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,

mr24tf Chief Engineer.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the office of the Clinton Line Railroad Company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging, and superstructure of their entire road from Hudson to the Pennsylvania State line.

Plans, profiles and specifications will be exhibited, and all requisite information given at the office of the Company in Hudson, on and after the 10th day of May next.

By order of the Board of Directors.

H. N. DAY, President.
W. B. BRINSMADE, Engineer.

Hudson, March 20, 1853.—ap7-6t

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico .....1200 " ..... Capt. H. Place.
Texas .....1400 " ....Capt. James Lawless,
Perseverance.1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.
Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,
In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

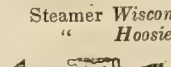
☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, Jr., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*. . " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—200 kegs Shoenberger's and Wheeling Nails.

For sale by TYLER DAVIDSON & CO.,
†Mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD, AMBROSE W. THOMPSON,
JACOB L. FLORANCE, WM. M. GODWIN,
LAWRENCE JOHNSON, GEORGE M'HENRY,
BENJAMIN W. TINGLEY, PAUL B. GODDARD,
JAMES DEVEREUX, OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

Lightner's Patent Axle Boxes,

FOR RAILROAD CARS.

THE attention of those engaged in building and using Railroad Cars is called to this

PATENT AXLE BOX,

As possessing numerous advantages over all others. Among which we enumerate the following:

First. The original cost is much less.
Secondly. It saves seventy-five per cent. in oil.
Thirdly. No dust can gain access to the journal.
Fourthly. It prevents all possibility of "*heating*" the journals.
Fifthly. Its construction is simple,—not liable to become loose by service, and allows a free inspection of the journals and boxes.
Sixthly. The composition bearings can be displaced and returned, or new ones substituted, by *one* man in less than half an hour, for the largest cars.
Seventhly. The trucks and wheels are free from oil and dirt usually seen on railroad cars.

The following Testimonials from a few of the Roads using these Axles are offered, viz.:

This certifies that I have been particular in comparing and testing the patent boxes of John Lightner for one year, with the various other boxes in use upon the Old Colony Rilroad. I do not hesitate in pronouncing Mr. Lightner's boxes far superior in every respect to any other boxes in use. We find the consumption of oil to be but one quart per month for each eight wheel car; this being the quantity with which they are replenished regularly once a month. The journal and oil is perfectly secure from dust, and after one year's hard service, the composition boxes or bearings exhibit no apparent wear. I think the bearings will run three times the distance in Lightner's that they will in any other box in use; besides, the cars are not detained from the road for repairs of boxes.

The bearings may be removed from the journals of an eight wheel car, examined, and returned to their places, by one man, occupying but twenty minutes, which would require two men half a day with the common boxes in use in New England.

For economy and convenience, Mr. Lightner's patent axle boxes excel any thing which has hitherto been applied to Railway Cars.

Signed, PAGE LOVEJOY,
Supt. Car Building and Repairs
Old Colony R. R. Co

Office of the Fitchburg & Worcester R. R.
Fitchburg, June 2, 1851.

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IVERS PHILLIPS. Pres't.

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Sup't Cars, N. Y. & E. R. R.

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AND

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No. 10. CINCINNATI, THURSDAY, MAY 5, 1853. Vol. 1.

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FOR THE SOUTH AND WEST.

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Will be sent by mail—Postage free.

THE OHIO RIVER;

AND ITS CAPACITY FOR IMPROVEMENT BY RESERVOIRS. MEMOIR OF CHARLES ELLET, CIVIL ENGINEER.

The unequal distribution of its volume of water in different seasons of the year, is the only efficient obstruction to the complete and absolute superiority of the Ohio river, as a channel of commerce, over all others in the world, either natural or artificial. The Nile, the Ganges, the Danube, and even the Missouri, Mississippi, and Amazon, have in other respects greater obstacles to their uniform navigation than has the Ohio. But it must be admitted that in a large part of the year the Ohio is reduced so low that its numerous sand shoals nearly destroy its navigation.—Could we *equalize* its waters, so that we could always have at least *six feet in depth*, we should have a natural canal which no known river can surpass, and whose capacity would far exceed that of any railroads which can be constructed; for steam, the great locomotive energy, can be used on a river of such magnitude with a hundred fold the effect that it can on a railroad. Nor would such increased power of the Ohio river at all diminish the value and utility of railroads; but, on the contrary, would greatly augment their business. It is the Ohio river which, by the creation of alluvial lands and by its great axial channel of commerce, increases the magnitude of the valley cities, and this furnishes the movement and the transit lines of those cities. The question then arises whether the *equalization of waters* can be accomplished?—If so, can it be done at a moderate cost? Both these questions must be answered in the affirmative; and so cheaply can this great work be done, that if it is not done, posterity will be astonished at the stupidity of their ancestors. The demonstration of this has been made by Mr. Ellet, in his report, so complete, that if the work be never done, this Memoir, at least, will remain a monument to the genius and labors of its author, and to the skill of American engineers. We have not seen from the pen of the many accomplished engineers—and we have many—in our country, anything which better illustrates our superiority in this department of science. Our readers may, perhaps, be interested in a brief sketch of the principal features of the Ohio river, and an analysis of Mr. Ellet's plan for reservoirs.

THE LENGTH of the Ohio is stated by Mr. Ellet to be 975 miles. We have, in our possession a calculation of its length made from the original surveys, by which its length appears to be not over 900 miles; and we feel assured that many of the distances from point to point, put down in the ordinary pilot charts, are by no means as long as they are represented. The distance from Louisville to Cincinnati, and the distance from Pittsburgh to Marietta, are, we believe, commonly called much greater than they are. However, the Ohio may safely be called more than 900 miles in length. Its course is nearly southwest; the plane of its descent inclining toward the ocean, as well as toward the Mississippi.

The SOURCES of the Ohio, near Chatauque lake, (N. Y.,) are 1300 feet above tidewater, and 700 feet above lake Erie. A very short canal would there turn the waters of the Ohio into lake Erie. If the bottom of the lake were continued to the Ohio horizontally, it would intersect the river below Marietta, so that all the Ohio above that point is above the level of lake Erie.

At Condesport (Penn.) the highest springs of the Ohio are 1649 feet above tidewater.—At the same point, the summit level of the Allegheny ridge is 1899 feet, or 250 feet higher.

Mr. Ellet has furnished a complete profile of the slopes of the Ohio and its principal tributaries. It may be interesting to some of our readers to know the levels and descents of the Ohio river at different points. The following are the levels of the Ohio *above tidewater*, at the principal places:

	Feet.
Ohio river at Condesport, (Penn.)	1,649
Olean Point, (N. Y.)	1,403
Warren, (Penn.)	1,187
Franklin "	960
Pittsburgh "	699
Wheeling, (Va.)	620
Marietta, (Ohio)	571
Mouth of Kanawha, (Va.)	522
Portsmouth, (Ohio)	474
Cincinnati, "	432
New Albany, (Ind.)	353
Mouth of the Wabash	297
Mouth of the Ohio	275

The descent of the Ohio from Condesport to Cairo (the mouth) is just about the same as the descent of the Mississippi from its source

in Itasca Lake to the same point. But the Mississippi, passing through a much longer space has, consequently, a less rapid fall.

From Cairo to Pittsburgh the AVERAGE INCLINATION of the Ohio is $5\frac{1}{5}$ inches; but from Pittsburgh to Olean Point the inclination is 2 feet 10 inches. The whole inclination of the river is a gentle *curve*, which bends more and more rapidly as it ascends to the sources of the stream.

The DRAINAGE of the Ohio is its most important element; for on that depends its depth of water and the usefulness of its navigation. Mr. Ellet is, we believe, the only engineer who has made complete experiments on the curves and drainage of the river, so that its volume of water at different depths can be fully ascertained. The *velocity* and *drainage* are matters of great scientific interest, and we give some of the results of Mr. Ellet's calculations, as a matter of curiosity.

Depth of water on Wheeling Bar.	Velocity per hour.	Cubic feet discharged per hour.
2 feet	3,500 feet.....	10,000,000
5 "	6,500 "	34,000,000
10 "	13,000 "	118,400,000
15 "	16,500 "	226,000,000
30 "	24,000 "	700,000,000

It appears that at fifteen feet deep on Wheeling Bar, the Ohio current runs at the rate of *three miles per hour*, and discharges more than *two hundred millions of cubic feet of water per hour*. At thirty feet, or high water on the Ohio, (equivalent to sixty feet at Cincinnati,) the current is nearly *five miles per hour, and discharges seven hundred millions of cubic feet of water*.

With these elements, it is not difficult to calculate the *deficiencies* at low water, and the *excess* at high water, and consequently the amount necessary to be retained in reservoirs in order to make the Ohio of a given depth at all seasons. Mr. Ellet has done this, and certainly the navigation and shipping interests of the Ohio are deeply indebted to him for his clear and able exposition of this subject.

But we must hasten to the conclusion which, when we consider the magnitude of the object to be obtained, is remarkable for the smallness of the cost required. Mr. Ellet has ascertained beyond doubt that only three or four dams, no higher than those on the Schuylkill navigation, placed across the Allegheny, Monongahela, and Kanawha, above navigation, would be sufficient to equalize the depth of water to at least *five feet*, and that is sufficient for packet boats of a large class. The following paragraph from Mr. Ellet's report gives his conclusions:

"It has been the duty of the writer, at former periods, to conduct surveys along a considerable portion of the upper Allegheny, and the whole of the Great Kanawha, and to become familiar with the character of the Monongahela as far as it is susceptible of improvement. Aided by this personal knowledge, and that acquired in the present investigation, he hazards the opinion that less than a million and a quarter of dollars will suffice to supply the Ohio with a depth sufficient for boats of five feet draft; to carry an open and permanent river navigation up the Allegheny to Franklin, and a slackwater navigation during three fourths of the year from Franklin to the line of the Erie Railroad in New York; improve the navigation of the Monongahela into Virginia, and extend that of the Kanawha 70 or 80 miles above Point Pleasant; supplying water power of unrivaled capacity and permanence on numerous lines of steamboat navigation, and curbing most essentially the destructive power of floods."

The cost of this most important enterprise is insignificant, as compared with the magnitude of the objects; and it will be most surprising, if the government whose duty it is, should fail in the performance of that duty, if the shippers, navigators, and merchants of Ohio should not do it on their own account. Nothing can repay them better.

Railroads.

CLEVELAND AND MAHONING RAILROAD.

We have before us the first annual report of the Cleveland and Mahoning R. R. Company, of which JACOB PERKINS is President, and EDWARD WARNER, Engineer. The Cleveland and Mahoning Railroad Company has been chartered to construct a railroad on a direct line from Cleveland to Pittsburgh, by the valleys of the Mahoning and Beaver. The report states that the work will not be undertaken till stock enough is subscribed to pay the whole estimated cost of grading, bridging, and superstructure; so that the Company shall be liable to no embarrassment. Nearly the whole amount required is subscribed, and the directors have no doubts on that head.—This road may, therefore, be considered as quite certain to be made.

The Cleveland and Mahoning Railroad presents some very decided advantages for a profitable enterprise.

First. The country through which it passes is both rich and populous. It has 64 persons to a square mile, is well cultivated, and the valley of the Mahoning has an abundance of the best coal and iron for the Cleveland market.

Secondly. It makes a direct line to Pittsburgh, shorter than the route by Alliance.

Thirdly. It makes a much nearer connection between Cleveland, New York, and Philadelphia than that by the lake shore. The directors present the following comparative table, which shows a decided advantage for this route:

From Cleveland via	To N. Y.	To Phil
Buffalo.....	655.....	743
Dunkirk	612.....	700
Cleveland and Mahoning R. R....	572.....	484

The Mahoning route will be for all the northwestern travel—83 miles nearer to New York and 259 miles nearer to Philadelphia. This is decisive for those going to Philadelphia, and will be nearly so for those going to New York. New York can can he reached *four* hours, and Philadelphia *eight* hours sooner than by the New York lines. The directors estimate the cost of road at about $2,300,000 and the receipts at about $640,000 per annum.

MICHIGAN CENTRAL R. R.---LARGE TRAINS.

On Wednesday last there started from Detroit a train of eighty-five freight cars in one string, propelled by two of the most powerful locomotives in the country. This train was bound for Chicago, and the greater part of its vast load of merchandise was carried to the merchants of that thriving village. Since the first of April just such trains have started almost daily from the depot of the Central Railroad for the same place.

On Thursday evening, a passenger train left the depot for the west composed of twenty-nine of the splendid new passenger and baggage cars of this Company, containing nearly 900 passengers, and almost one quarter of a mile long.

This Company has just put on the road 22 first rate new passenger cars, which have been built in their own workshops, and under the superintendence of experienced builders.—Each of them is 60 feet long, and constructed not only with reference to their elegant appearance, but with a due regard for strength, durability, and convenience of passengers.—Each car is intended to hold seventy-two passengers.—*Ex.*

☞ The Baltimore *American* says: A project has been started in Philadelphia for the construction of a continuous railroad from Harrisburgh to that city, under a charter granted during the recent session of the Legislature to the "Lancaster, Lebanon, and Pine Grove Railroad Company." The object is to enable the Central Railroad to dispense with the use of the Columbia Railroad, owned by the State, and thus to furnish a continuous line from Pittsburgh to Philadelphia, over all parts of which the Central Railroad Company will have control.

RAILROAD DECISION.—Property left by a passenger in railway cars.—According to a recent English decision, the law with regard to the finder of lost property does not apply to the case of property of a passenger accidentally left in a railway carriage, and found there by a servant of the Company; and such servant is guilty of larceny, if, instead of taking it to the station or superior officer, he appropriates it to his own use.

CENTRAL RAILROAD OF NEW YORK.

A conference among the delegates from the several companies composing this line, took place at Syracuse, and the result has been the proposition of a plan of consolidation to be submitted next month to the stockholders of each several company. The companies thus consolidated are as follows:

Companies.	Stock	Original cost.	Cost with prem.
Alb'y & Sch'y.	$1,000,000	1,775,000	1,892,000
Utica & Schen'y	2 rds 6,500,000	5,893,000	9,358,000
Syracuse,	2 r'ds 3,000,000	3,261,000	4,761,000
Rochester	5,550,000	6,017,000	7,682,000
Buffalo	1,825,000	2,415,000	3,145,000
Lockport,	2 rds 2,350,000	6,058,000	3,635,000
Troy	650,000	650,000	650,000
	20,875,000	23,069,000	31,123,000

The above table shows the capital, and the following, the rates, at which each company is respectively united, viz: Albany and Schenectady Company, 117 per cent.; Utica and Schenectady, two roads, 155 per cent.; Syracuse, two roads, 150 per cent.; Rochester, 130 per cent.; Buffalo 140 per cent.; Lockport, two roads, 125 per cent., and Troy, par. The debts of each company are to be assumed by the one new company—which is to be called the Albany and Lake Erie Railroad Company, in opposition to the New York and Erie Railroad Company.

This valuation makes the aggregate value of the consolidated stock equal to 139½ per cent. of the original value of the whole. The stock of the consolidated company is fixed at $22,000,000; and for the payment of the premiums to the holders of the stocks, in the local companies a debt is to be contracted to the amount of $8,154,000, together with other debts of the local companies, assumed by the new company, amounting in all to $10,448,000; the interest of which, with a suitable sinking fund, is to be a charge on the semi-annual income of the consolidated company. Mr. Erastus Corning, of Albany, is to be the President, and Mr. Dean Richmond, of Buffalo, Vice President of the new company.

Another account says that the bonds to be issued will amount to about nine millions of dollars, a portion of which will be sterling bonds, designed for sale in England. It is understood that a loan is to be obtained to the amount of these bonds, and that the debts of the local companies, as well as the premiums to the individual stockholders, are to be liquidated in cash. It appears that the result of the arrangement has been a very material enhancement of the market value of the local stocks thus to be consolidated.

The plan of consolidation of course ensures a power to economize expenses—which, at least, is a bona fide gain, and also a large one. It also insures an enormous profit to the present stockholders—about 40 per cent. consolidation dividend, besides all accruing dividends to the day of consolidation.

The Buffalo *Rough Notes* says: Speculation in the stocks of the road composing the Central Railroad runs high. Utica and Schenectady is held at 155, which, although a very large advance, is not equal to Buffalo and Rochester, which has been purchased at 170, and that price still offered. The selling price of this stock, a few weeks since, was about 125. The other stocks of the road are equally the objects of speculation, owing to the expectation of large extra dividends previous to going into consolidation. The consolidated stock will range at high premium when fairly on the market. The rise on these stocks has favorably influenced Erie. The contrast between them, in respect to price, must approach nearer, by a rise in one description, or a decline in the other. The Erie Road, with its large and increasing business, and with the prospect of railroad traffic during the present year, cannot but be esteemed as ruling at an exceedingly low price.

GEORGETOWN BRANCH OF LEXINGTON AND FRANKFORT RAILROAD.

A vote of the citizens of Georgetown, Ky., was recently taken upon the question of the town authorities subscribing $15,000 toward the construction of a branch to intersect the Lexington and Frankfort road at Payne's, a distance of some six miles. The decision in favor of the subscription was almost unanimous, but *two* negative votes being cast.

We are pleased to see this beautiful place taking some steps toward keeping up with the times. It has heretofore held back in all the improvements of the day, though possessed of ample wealth. "It is the first step that cuts," says the French proverb, and we trust that when this road shall demonstrate to the citizens of Georgetown how beneficial such improvements are, they will no longer remain behind in the race of progress.

Eel River Railroad.—Ninety-two miles of the Eel River Valley Railroad were let on Monday last to L. B. Olmsted, of New York, at $19,800 per mile. The payments are to be $150,000 in cash, $275,000 in stock, and $100,000 in land. The work is to be completed within one year from next October.—This road has its northern terminus at Logansport, Indiana.

Logansport and Marion Railroad.—This road passes through Cass, Miami, and Grant counties, and is 41 miles in length; and was duly organized on the 25th ultimo. W. L. Brown, Esq. was chosen president.—The amount of stock already subscribed is $50,000. A meeting of the directors will take place on the 5th to make arrangements for the construction of the road.

MEMPHIS AND CHARLESTON RAILROAD.

STOCKHOLDERS' MEETING.

The annual meeting of the stockholders, held in Huntsville last week, was harmonious, interesting and important, and its deliberations and labors must have a very beneficial effect upon the *future* of this great enterprise. The long pending and vexatious question of the location of the road from 15 miles west of Tuscumbia to Lagrange, Tenn., was finally settled—at least, so far as this road is concerned; and *all* the remaining portion of it in Alabama and Tennessee has been ordered *to be at once put under contract.* Full and very satisfactory reports were made to the stockholders by the President, Chief Engineer, Secretaries and Superintendents. From these documents, we gather information of a very interesting character.

The Eastern Division of the Road extends from Crow Creek to the Mississippi line, 150 miles. Of the Tuscumbia Road, 38 miles are *completed*, leaving 7 miles more to be finished to reach Decatur, which will be ready for the cars by the middle of May next. The grading and masonry from Crow Creek to Decatur, (82 miles,) and from Tuscumbia 15 miles west, in all 97 miles, have been placed under contract. Payments to contractors on these 97 miles, have been made to the amount of $115,534; yet required $574,446; total estimated cost for grading and masonry $689,-981. The expenditures between Tuscumbia and Decatur have been $297,491. Aggregate expenditures to 1st inst. on the Eastern Division $443,020. The total cost, when finished, of the Decatur Road, is put down at $442,491. Estimated whole cost of Eastern Division, 150 miles, is 2,509,774, to put it in running order, fully equipped, &c., equal to $14,538 per mile. This estimate includes bridges over Mud, Crow and Bear Creeks, and in all its parts may be "relied upon as fully calculated to cover the cost of construction."

The contractors from Crow Creek to Decatur are to finish their work by the end of this year, and west of Tuscumbia by 1st June, 1854. The bridge over the Tennessee at Decatur, will be ready in the spring of 1854, and then the laying of the iron can commence at Crow Creek and at Decatur at the same time, and probably be completed during 1854.

The Western Division, in Mississippi and Tennessee, is 123½ miles long, with a 13 mile branch to Somerville from Moscow—30 miles of it in Mississippi, and 93½ in Tennessee. Of this division, 50 miles have been put under contract, and on 41 the iron is laid, within 8 miles of Lagrange. Expenditures thus far, $400,893—cost of completing contracts, $107,172—making whole cost of constructing and equipping 50 miles, $508,065—average cost per mile of road construction, $10,161. Estimated whole cost of the Somerville branch, $157,893. The whole cost of the Western Division is estimated at $1,983,998—average cost per mile of road construction, $13,534.

A new and "thorough survey has just been made from Lagrange to the located line in Alabama, resulting in the establishment of a highly favorable route." This new route pursues nearly a due east course from Lagrange to the Mississippi line, where it crosses the Mobile and Ohio Road, 43½ miles distance from Lagrange; and thence, for 30 miles through Mississippi, connects with the located line from Tuscumbia. This new route is 73½ miles long, and is the "most favorable route from

Tuscumbia to Memphis. There will be no curvature sharper than three degrees, no grade exceeding 42¼ feet per mile on curves, and 47½ per mile on tangents." This route, contrasted with the one by Holly Springs, is 10 miles, 140 feet *shorter*, and costs $648,681 *less*. Holly Springs route, 112 miles, 2,840 feet long, will cost $2,309,746—the new route, 102 miles, 2,700 feet long, will cost $1,661,065; and no grades on the new route over 47½ feet per mile—while on the one by Holly Springs there are $32\frac{63}{100}$ miles with grades of 50 feet! and $14\frac{63}{100}$ miles of grades of 53 feet!

In making this comparison between the two routes, every advantage was conceded to the Holly Springs one, taking the estimates of the Holly Springs engineer, as far as they went, to be correct and reliable.

The stockholders adopted this new route as far as it lies in Alabama and Tennessee. The 30 miles in Mississippi, it is understood, will be constructed by the Mobile and Ohio Road, as a *branch of its road*, its charter allowing it to branch 30 miles each side!

Aggregating the two divisions, the general estimate of the cost of the Memphis and Charleston Railroad, of 273½ miles main trunk, and 15 miles branches, is $4,493,772, viz: Eastern Division $2,509,774; Western Division $1,983,998—average cost per mile of 288½ miles of road construction, $13,576. This estimated cost is considerably greater than when estimates were made by Col. Garnett. The difference arises from the great advance in the cost of railroad iron, equal to 3,000 per mile, the price of labor, &c., and the construction of 15 miles branch road.

"In a few weeks, one third of the main trunk will be completed and equipped; 92 miles of first class railroad for an outlay of $950,000, average $10,000 per mile, fully equipped for business. It may be safely affirmed that no company has ever opened to the public 92 miles of railroad under such encouraging auspices as to prospective resources."

The facts in the above have been culled from the very lucid and able report of Major Cooper, Chief Engineer.

The Secretary of the Eastern Division reports stock payment to the amount of $429,-611, viz: By Madison county $225,553, Limestone 36,059, Lauderdale 3,191, Franklin 75,641, Lawrence 34,506, Morgan 7,239, Jackson 24,406, Marshal 170, Philadelphia 22,332, &c. Paid contractors $145,375, for equipments $34,504, for engineering and contingent expenses $44,918, for iron, &c., for Tuscumbia Road $224,954, for construction of same, &c., 24,444. The net earnings on the portion of the Tuscumbia Road partially in use, (the company not being prepared, nor desirous of doing business,) have been $2,-959, exclusive of expense of transportation for road itself, equal to $2,000 more. This road has two locomotives, 1 baggage, 1 passenger, 10 platform, and 6 box cars—4 box and six platform cars are yet to be delivered.

The Secretary for the Western Division reports collections on calls on stock $346,648, proceeds of Tenn. bonds $400,000, freights and passengers $19,717, &c. Paid, for iron $198,925, construction of road $108,544, depot building $24,944, equipment $51,720, &c. Accounts in hand equal to cash $384,205, and liabilities outstanding $67,482—balance cash assets $316,722.

The receipts from all sources on the Western Division have been $762,505; the expenditures $445,782; balance of assets on hand to continue construction $316,722; stock yet uncollected $767,301; balance of means to be applied to the construction of Western end of the road $1,084,024.

The 22 miles of road over which the business has been done, cost to construct and equip it about $240,000—the net earnings being $10,556 for 5½ months—showing a profit of 4½ per cent. on the whole cost, and about 10 per cent. per annum—making no charge for the amount of business done in the company's service, which is estimated, however, at $4,580, and would make the net earnings 15,136. This division now has 3 locomotives and another ready for delivery; it has 30 freight, 1 baggage and 2 passenger cars. The road in the fall will require 6 locomotives, 70 freight, 4 passenger and 2 baggage cars to do the business. The total receipts on the road have been $23,531; expenses of working same $12,974. Number of passengers carried over it 13,759; number of miles run by locomotives 12,021; number of bales of cotton transported to market 18,-462.

The prospect of this great enterprise never looked so fair. Difficulties which beset it on every hand have been met and overcome. Doubts and fears have given place to certainties and confidence. With an eye single to the interests of the road and the stockholders, the directors have labored with self-sacrificing zeal and real ability to press it forward to an early completion on the best, cheapest, and nearest route. The result of their labors thus far must inspire unlimited confidence in their management of the road. With the whole road under contract, with every branch and portion of it pressed forward with zeal and energy, with a determination that everything shall be *well done* and a *first class* road built and equipped—all that is necessary to secure this much-to-be-desired result is, for the stockholders to *sustain the action of the Directors*—to give them the means, and we will, even during next year, realize the dream of the poet, and see the Demon Steed, not scattering terror, but diffusing blessings throughout our great valley by the breath of his nostrils.—*Huntsville Advocate.*

Railroad Convention.—Reduction of Fare.—Delegates from the several Railroad Companies centering at Cincinnati and connecting with Lake Erie, and thence by steamers with Dunkirk and Buffalo, recently met and entered into arrangements by which a cheap and safe conveyance of passengers and freight will be secured. The terms of this arrangement have not yet been made public. The trains for passengers will attain high speed. Passengers will be conveyed from Cincinnati to Buffalo, from Sandusky or Cleveland by boat, or by the Lake Shore Road, at the uniform rate of $7 50. This arrangement will go into operation about the first of June ensuing.

☞ The vote recently taken by the people of Kendall county, Ill., on the question of subscribing $25,000 to the capital stock of the "Ottawa, Oswego, and Fox River Valley Railroad," resulted in a majority of 43 against subscribing.

THE JUNCTION, IND. & OHIO R. R. CO.

The several railroad companies forming the line from College Corner, on the State line, by Connersville and Rushville, to Indianapolis, have formed a consolidated Company, under the above name, and have elected John Woods, of Hamilton, president, Mr. Ridenour having resigned for that purpose.

This road has been located, and is as direct as possible, passing through Palestine, Morristown, Rushville, Connersville, Liberty, and Oxford, to Hamilton. At Hamilton it connects with the Hamilton and Cincinnati Railroad, with which Company a very advantageous contract has been made. The profits on the whole road are to be divided in proportion to the miles of each road run, and not as to the amount of cost of construction.

The object of this road is to connect Cincinnati and Indianapolis by a continuous road of uniform gauge, rendering transhipment of passengers or freight unnecessary.

It is contended by the friends of this road that it will not conflict with the interests of any other Company; that the local business on its route, passing as it does through the very richest portion of the State, to say nothing of the through travel and freight, will be sufficient to render its stock a safe and profitable investment. $500,000 have already been subscribed, and preparations are being made to put the entire line under contract without delay.

From the enterprising character of the gentlemen engaged in the road, we confidently expect its early completion.

Racine and Beloit Railroad.—The Beloit *Journal* says: The whole line of this road was placed under contract on the 1st of April—distance 64 miles. Messrs. Dutcher & Co. have taken the contract, and agree to grade, tie, and iron the road, and equip it with 10 locomotives, 8 first class passenger cars, 50 covered freight cars, 2 platform cars, and 4 baggage cars, all for the sum of $19,500 per mile. The locomotives are to weigh not less than 22 tons each, and the iron not less than 56 lbs. per yard. In payment the Company are to give one fourth in cash, one fourth in stock, and one half in bonds running 20 years at 7 per cent. The work is to be commenced on the 15th; 26 miles are to be completed by the first of January next, and the whole line by the first of September, 1854. On Thursday, April 7, the citizens of Beloit voted in favor of taking $100,000 of the stock of this road.

☞ The Brookville *American* says that the railroad route from Cincinnati to Indianapolis, by way of Harrison, Brookville, Laurel, and Rushville, a survey of which has just been completed by an experienced engineer, is 99 miles in length. The immediate construction of the road is strongly urged.

FORT WAYNE AND SOUTHERN R. R. CO.

Fort Wayne is rapidly becoming the center of an extended system of railways, reaching in every direction. Among the number, the Southern Road is not the least important. It runs through a country—the natural resources of which are but partially developed; it connects Fort Wayne with the Ohio river at Louisville, a distance of 190 miles, passing through Bluffton, Hartford, Muncie and Knightstown, and thence by the Knightstown and Shelby Lateral Branch Road, now running, to the Jeffersonville Road at Edinburgh, thence to Jeffersonville on the Ohio river, opposite Louisville. It will open a communication from Fort Wayne with the large Southwestern cities, by means of the roads centering at Louisville, and at the same time afford the inhabitants along the line, the choice of Southern or Eastern markets for the immense amount of produce that will be raised when the facilities for transportation shall make it profitable to cultivate the large portions of heretofore uncultivated lands.

The Directors have resolved to put the line under contract as far as Muncie, and the remaining 28 miles to Knightstown, as soon as it can be located. $200,000 have been subscribed between Muncie and Fort Wayne, and a large sum on the balance of the road. The route is very level, and the road can be built at a very small cost comparatively.

INDIANA AND BELLEFONTAINE R. R.

In our last number we gave notice of the partial opening of this road. By reference to our advertising columns, it will be seen that daily connections are now made between Sidney and Bellefontaine with the cars of the Mad River and Lake Erie, and the Cincinnati, Columbus and Cleveland Roads; thus opening direct communication east and west with portions of our State hitherto almost inaccessible.

We learn further from Mr. Sellers, the Superintendent, that the entire road to the Indiana State line, at Union, will be opened during the month of May, when permanent arrangements will be made for the running of the cars over the entire road.

Few roads have been prosecuted to completion with more vigor, and few will pay better dividends to the stockholders.

Railroad Contract Awarded.—Messrs. De Graff & Co., of Ohio, and Messrs. Benson, Grant & Co., of Georgia, have been awarded contracts for the grading and construction of ninety-six miles of the New Orleans, Jackson and Great Northern Railroad, running from the State line to Canton, Miss. This makes in all 206 miles of this road that are under contract, and to be finished between now and January, 1855.

SOUTHWESTERN INDIANA RAILWAY.

At a meeting of the stockholders of this road, held at Spencer on the 4th April, the Company was regularly organized by the election of

Samuel Judah, President.
John F. Allison, Vice President.
William M. Franklin, Secretary.
Geo. W. Moore, Treasurer.

Resolutions were adopted authorizing the Executive Committee to have experimental surveys commenced upon the line at once from Indianapolis to Vincennes by way of Monrovia, Spencer, Point Commerce and Worthington. Also that books for subscriptions to the capital stock of the Company be opened at different places on the line.

It is the intention to have this road as nearly on an *air line* as the nature of the ground over which it passes will admit. It will pass through the principal towns between the termini of the route, and thus obviate all necessity for rival lines. Of the value of this road, we spoke in one of our recent numbers; and now only add that we are glad to see the road progressing; and doubt not, under the management of the able Directory, with S. Judah, Esq., at its head, that it will meet with no unnecessary delay.

SPRINGFIELD, DELAWARE & MT. VERNON RAILROAD.

This is an extension of the Ohio and Pennsylvania Road, from near Loudonsville to Springfield, a distance of 112 miles; at Springfield it connects with the Mad River Road to Dayton, thence, via Cincinnati, Hamilton and Dayton Road to Cincinnati: or with the Little Miami Road direct from Springfield.

At Mt. Vernon it intersects the Columbus and Lake Erie Road, from Newark to Mansfield; at Delaware it crosses the Cincinnati, Columbus and Cleveland Road, and crosses the Columbus and Piqua Road about midway between Columbus and Urbana.

From the Springfield *Republic*, we see that C. Anthony, Esq., the President of this road, has raised $700,000 on the bonds of the Company in New York. The Ohio and Pennsylvania Road has also subscribed $100,000 to this road. The whole line is now under contract, and will be urged to a final completion with all the rapidity possible.

This road is important in its connections, passing through a densely populated and highly productive portion of Ohio, it must of necessity be a source of profit to the stockholders when completed.

Illinois Central Railroad.—A train of construction cars, with passenger cars attached, runs daily from Chicago to Coon Grove, a distance of nearly forty miles, over this road.

☞ The Railway projects for Canada have been consolidated by agreement among the parties in interest in London, and on this side. The *Times*, of the 13th inst., received by the Humbolt to-day, announces the arrangement, which is to embrace no less than 1,112 miles, under the common title of the Grand Trunk Railway Company of Upper Canada, and to involve $47,000,000, or £9,500,000; one third debentures, (or bonds,) and two thirds shares; the debentures divided into two classes, convertible, and the other virtually the bonds of the Provincial government, payable in twenty years. Of the cost of the work, £3,623,000 are now to be raised in England, £1,416,400 have been already raised in Canada, £837,600 are still to be allotted there, and £3,623,000 are taken by the contractors, with the stipulation that they shall reserve two thirds of that amount to offer to the present subscribers at par on the 1st of July, 1854, twelve months after the anticipated opening of an important section of the line. The Board of Directors, we notice, embraces Mr. Baring, Mr. McCallmot, and Mr. Glynn, bankers. The line is to extend from Trois Pistolles, through Quebec, Montreal, and Toronto, to Lake Huron, at Sarnia.—*N. Y. Times.*

Illinois and Wisconsin R. R.—From the New York Journal of Commerce, we gather the following information, relative to the Illinois and Wisconsin Railroad bonds:

As far as we can learn, the issue amounts to a little short of $600,000; these were placed in the hands of a gentleman in Wall street, known as part owner of the two Connecticut banks which failed a few weeks since, in consequence of being involved in his pecuniary disasters. Previous to his failure, these bonds had all been sold or pledged, and only part of them accounted for, leaving a loss to the railroad company, say $175,000.

The April coupons, in consequence, were not provided for, and the trustees who hold the mortgage security, will either forclose or make some amicable arrangement by which the bondholders can obtain possession of the road, and finish it for their own benefit. In this case, the bonds will probably be worth 60c. or more to the dollar, although the interest will not probably be realized until the road is finished. The bonds, including part which were actually sold, have been pledged in various quarters, mostly with the banks, as security for loans; one institution with a large capital holds about $130,000 of them; the arrangement now contemplated will, very likely, accelerate the progress of the enterprise.

Mineral Point Wis. R. R.—From our exchanges, we learn that this road between Mineral Point, Wis., and Warren, Ill., a distance of 32 miles, is now under contract for building and equipping, at $21,000 per mile. At Warren it will intersect the Illinois Central Road, and will thus open to market the mines of Western Wisconsin, which abound in copper and lead. Some $150,000 have already been subscribed along the line of the road: the Company now seek assistance from some of the connecting roads to an equal amount. The contractors agree to complete the road by July, 1854.

Literary Notices.

THE MERCHANTS' AND BANKERS' ALMANAC.—This work is published by J. Smith Homans, at the office of the Bankers' Magazine. It supplies a *desideratum* in regard to a sort of information not to be found in the American Almanac, or Hunt's Magazine, or any other statistical work that we know of. This number contains a *List of Banks* in each State, city and town of the United States, with the name of the President and Cashier of each; a *List of Private Bankers;* a list of Private Bankers *in Europe;* engravings of *recent coins; Commercial Tables* and *Census Returns.*

We should suppose that every banker, if not every merchant, would need this work. Indeed, it is of use to every man who wants precise information on the subject of banks and commerce; and Mr. Homans has done good service to the public, in publishing such a work. Orders for this work will be filled by G. P. Putman, New York, or H. W. Derby, Cincinnati.

POETRY OF THE VEGETABLE WORLD.—A popular Exposition of the Science of Botany, and its relations to man, by M. J. SCHLEIDEN, M. D., Prof. of Botany in the university of Jena; illustrated with engravings; first American edition, from the London edition of Henfrey, edited by ALPHONZO WOOD, M. A., Author of "Class Book of Botany," &c. Cincinnati, Moore, Anderson, Wilstach & Keys.

As the title imports, this is not a mere text book of Botany, dry and unimaginative, but rather a work in which the author wanders throughout the vegetable kingdom, holding communion with its exhaustless beauties. While the principle of science are perspicuous throughout, yet has the author, in a peculiarly attractive style, so blended the imaginative and spiritual, as to render the whole deeply interesting to all classes of readers. The more especially to such as delight in studying nature in her most attractive habiliments of flowers.

NEW YORK STATE LOANS.—The Comptroller, we understand, has awarded the loan at 5 per cent. to pay off the State debt of $467,000, as follows, viz:

R. H. King	$175,000 00
W. Watson	15,000 00
A. Erickson	50,000 00
J. Gould	30,000 00
C. S. Wilson	10,000 00
R. F. Bancroft	10,000 00
Geo. W. Cuyler	142,961 05

The aggregate of these awards is $432,-361.05, which, together with the premiums received, viz: $34,038.95, makes up the amount of the debt to be paid, $467,000, and leaves the actual debt, $432,961.05. The average premium on the loan awarded is 9.89-1896 per cent. for a 5 per cent. stock. The gain of the State by the operation is the reduction of the debt by the sum of $34,038.95, and one per cent. of the interest.—*Albany Atlas.*

Miscellaneous.

LUNAR VOLCANOES.

A letter of Prof. Secchi, from the annals of Science, contains the following notice of the Lunar Volcanoes:

I shall now briefly expose to you some considerations on the theory of lunar formations, which have been the subject of some discussions with our eminent geologist, Prof. Ponzi, whom I gladly engaged in these researches. He is exceedingly well acquainted with the terrestrial volcanoes, both ancient and modern (being now occupied in the description of the Roman States,) and with Italian geology; the conclusions to which we have arrived are these: The lunar volcanic formations must be distributed into three classes, to which a fourth class may be added analogous to our Plutonian formations.

The first class of lunar volcanoes possesses a distinctive character; that the edges of the craters are almost completely obliterated, so that their border now is a continuation of the plane ground, in which they seem excavated, and a deep well only remains in the place of of the ancient mouth of the volcano. Instances of this kind are very frequent near the south pole of the moon, and around the large spot Tycho; but Tycho itself does not belong to this class. The physiognomy of these craters nearly resembles our submarine volcanoes of the Monti Ciminii to the northwest of Rome. The country around the craters of Bracciano, Bolsena, and di Vico, is almost flat, and the old openings of the craters are now deep lakes. On this ground we are led to believe that even in the moon many sub-aqueous volcanoes existed. Another distinct character of these volcanoes of the first class is, that they are in a line, as if they burst from the cracks of the solid body of the crust produced by earlier formations; this is most striking in Arzahel, Alphonsus, and many others; and they seem to follow the cracks made by the *soulevement* which raised Tycho, the lunar Apennines, &c. Some of the higher chains of lunar mountains are seen visibly parallel to the alignment of the craters; this fact also is like that which we observe on the earth; indeed, the large Italian volcanic chain follows the line of the Apennines along this country.

The second class of lunar volcanoes are those which have their outside edges elevated above the surrounding plane; their form is generally regular, and not broken, as those of the preceding class, and the ground around them is elevated in a radiating disposition, as is visible around Tycho, Copernicus, Aristotle, &c. The regularity of their forms suggests that the ejected matter was not disturbed by the motion of waves, and, consequently, that they were atmospherical volcanoes, like those of the Monti Laziali, Albani, and Tusculani, at the southeast of Rome; the want of breach in the craters seems to indicate that no lava, but only scoriæ and loose matters, have been ejected. The disposition of the soil around them suggests the opinion that they are of a comparatively later epoch, and formed after the crust of the satellite was pretty resistant, and was capable of being elevated all round by a great effort. It is singular, indeed, that this *radiation* of the soil around is found proportional to the magnitude of the central crater. The effect of this *soulevement* extended sometimes to a prodigious distance, comparable to that of the Cordilleras of the Andes on the earth. The greater part of the craters of both the classes now described possesses an insulated rock inside, very seldom appearing (at least in commonly good telescopes) perforated. This bears great analogy with what we see in more than one place in the ancient volcanoes of the earth, where the erupting mouth has been stopped by a dome of trachytic matter, as by a stump. Monte Venere, near Rome, is of this formation, and lies in the center of an immense old crater.

The third class of lunar craters is very small, and bears a great likeness with those called by geologists adventitious craters, and seems to be of a very late formation, the last efforts of the expiring volcanic force. They are irregularly scattered through all the moon, but occur more frequently at the borders or inside of the old demolished craters, although not concentric with them, and seem to have been produced after the large ones were completely closed, either by trachytic ejection or by becoming lakes. These small craters have very seldom rocks inside, or a flat bottom; but their cavity is conical, and does not exceed in dimension our common volcanoes, which are yet active on the earth. From these facts and observations it appears, that volcanic action has gone on in the moon through all the same stages which it has gone and is going on in the earth, and is there probably completely extinguished, on account of the smaller mass of the moon, which has been cooled very rapidly. This rapidity of cooling, joined with the smaller gravity, may account for the great development of volcanism there, and comparatively fewer Plutonian formations. But extensive instances of this kind are not wanting; the lunar Alps, the Apennines, the Ripheæ, &c., may represent this formation, surrounding vast basins, and having modern volcanoes following the direction of the higher edges of their chains.—Professor Ponzi seems to think it unquestionable that water existed at the surface of the moon; the fierce glare of the sunshine is not able to melt the ice there, which is probably at the temperature of the planetary spaces; just as the sun at the surface of the earth is not able to melt our glaciers, which yet possess a certainly higher temperature. Cold, and other unknown causes, may have absorbed and fixed all the atmosphere which anciently existed, as we see that the immense atmosphere which anciently surrounded the earth has been fixed by several chemical processes and reduced to its actual composition; and it might be possible that this actually existing atmosphere of ours should be all solidified, either by cold or chemical processes, if the earth arrives at the same degree of cold which seems to have place on the moon.

These are some of the conclusions to which we have arrived in our inquiry into the solar and lunar constitution; they do not certainly belong to astronomy strictly taken, but a recreation from more serious occupations may be excused to astronomers dwelling in the pure climate of Italy. I trust you will receive them as a token of my gratitude, and of interest for the work which you have published.

In a letter, Professor Secchi tells Captain Manners "that the observatory of the Collegio Romano is about to be furnished with a large refractor equatoreally mounted. The refractor will have nine inches aperture, and a focal length of fourteen French feet."—There is only a little hesitation at present as to the best mode of mounting this telescope.

ATMOSPHERIC TELEGRAPH.

In our 9th number, page 136, we gave a short notice of this new invention for the transportion of letters, with a rapidity nearly equal to the Electric Telegraph itself. We have since obtained the following additional information relative to it; and as it seems destined to work an entire revolution in telegraphing, we lay it before our readers.

The propelling motive is atmospheric pressure. An experimental line is now in operation from Boston to Dedham, a distance of one mile, which is said to work admirably. Packages are sent through the tube and returned all in a single moment. The invention is patented, and a company has been formed, and is actively engaged in extending the line to New York, having stations at all the principal towns along the line. The inventor asserts that he can propel a ton of mail matter through the tube from Boston to New York, in the space of fifteen minutes. If anything like this is accomplished, Prof. Morse's invention will soon be voted obsolete.

The advantages claimed for this invention, as set forth in the company's circular, are,

First. Transporting letters and packages at a speed of more than 1,000 miles an hour, with unexampled certainty and safety.

Second. Allowing straight or curved lines at pleasure, with any gauge of cylindrical diameter, without permitting the air to pass.

Third. That deposits or changes of a load may be made at any desired station in an incredible short time; or the load may be sent through without stoppage, if desired.

Fourth. Supply valves are operated by the passing load, thus keeping a constant supply of atmosphere behind the plunger, and preventing any appreciable friction.

Fifth. By producing a partial vacuum, obviates the atmospheric resistance, propelling a load fairly started without recourse to the original power.

Sixth. The plunger produces no calculable friction, nor does it come so closely in contact with the inside of the cylinder as to cause inconvenient heat.

Seventh. The engine, tender and fuel are stationary, and the power used in common locomotives, to draw themselves and their appurtenancts, is saved to carry twenty tons of freight. [We do not comprehend this article.]

Eighth. That the actual cost of transportation is not more than one fourth that of any other method, and more than twenty times as fast.

The cost of laying it down is estimated at $2,000 per mile; the line need not be straight, but can be curved so as to follow the undulations of the gronnd, or underlie the channels of rivers.

Heavy Verdict—Railroad Suit.—The suit of John S. Clapp, of Valatie, against the Hudson River Railroad Company, for injuries and damages sustained last fall by a collision near Croton, was tried at the Circuit last week. The trial was highly interesting, John Van Buren being engaged for the plaintiff, and John Thompson for the defendants. The jury rendered a verdict of $6,000 for the plaintiff. The Railroad Company intend carrying up the suit.—*Hudson Gazette.*

Gas Statistics. — The public lamps of Liverpool are lighted every night in the year. The average number of hours is 3,620.

In Manchester the lamps are lighted every night in the winter, but in summer they omit moonlight nights, say five nights in each moon. They are lighted half an hour after sunset, and extinguished half an hour before sunrise, and burnt about 3,500 hours per year.

In London, Birmingham, and other cities, the lamps are lighted every night, and burn from sunset to sunrise. The average is 12 hours per night, or 4,380 hours per year.

The city of Brooklyn pays the Gas Company $2.50 per 1000 cubic feet for the gas consumed in the street lamps; Albany, $2.50; Boston, $3.00; and New York, $1.70 per 1000 cubic feet. If the lamps in New York were lighted every night in the year, they would burn about 3,800 hours. If seven moonlight nights each moon were omitted in summer, it would reduce the number to 3,632 hours. Then each lamp would cost the city, (at present rates,) if for 3,800 hours, $24.78; if for 3,632 hours, $23.78 per annum; being an increase on the present cost of $8.68, or $9.78 per annum on each lamp. At $15 per annum for 2,300 hours, the cost is $122,760; at $23.78 per annum for 3,632 hours, the cost is $193,797.12; at $24.78 per annum for 3,800, the cost is $202,-799.52, which would be an increase on the present cost of $80,039.52, for gas alone.—*Exchange.*

Good News to Travelers.—The Baltimore Sun, of Friday last, states that the bill authorizing the Baltimore and Ohio Railroad Company to bridge the Susquehanna river at or near Havre-de-Grace, has passed the Senate with only three dissenting votes. This important measure had previously passed the House. It is, consequently, after so long a struggle, now a law. In due time, therefore, the Susquehanna will be bridged on the great National Highway between Baltimore and Philadelphia, by a substantial and imposing structure, facilitating railway communication along the whole Atlantic border.—*Buff. Courier.*

Cincinnati, Hamilton and Dayton Railroad.—The stockholders of this road held a meeting yesterday, (Monday 2d,) and re-elected the old Board of Directors. The total earnings for the year were $321,793 71. Running expenses, taxes, interest, &c., $187,-064; surplus fund, $41,000. The earnings for the month of

April, were	$ 36,051 83
Corresponding time last year	20,481 28

Increase over seventy-six per cent.

We will give a more detailed account upon receiving the full report from the Company.

Junction Ohio Railroad.—We mentioned in our last number, that an injunction had been applied to prevent the Junction Railroad building a bridge over Sandusky Bay. We see that Judge McLean has given an elaborate opinion upon the case, in which it seems that the Port Clinton Railroad was also involved. The learned Judge's decision is adverse to the Junction Road having any right of way over the Bay, but confirms the right of the Port Clinton Road to construct the bridge. How these two roads are connected, or what effect the decision will have upon the Junction Road, we do not know.

The Iron Coming.—We understand that upward of thirty tons of railroad iron and one locomotive were shipped from New York for Vincennes about three weeks since, for the western division of the Ohio and Mississippi Railroad, upon which part of the road the laying of the iron will be commenced about the 1st of June next, and from that time it is intended the work of ironing the road shall not cease until it is completed through to St. Louis. The iron and locomotive will arrive here very soon, as there is now water sufficient in the river for first class boats.—*Vincennes Gazette.*

STEAM FIRE ENGINES.

CAPT. ERICSSON'S PLAN.

Since the ingenuity of man first controlled that powerful agent, steam, and made it, obedient to his will, the resistless motor of machinery—whether in the workshop performing the labor of hundreds of men, or, as the tireless horse, harnessed to the almost endless train upon the iron road, it rushes from point to point, annihilating space, or, confined within the bowels of those huge leviathans of commerce which plow the mighty deep, it urges their course over pathless seas to distant lands—few purposes to which it has heretofore been adapted will result more beneficially, in a pecuniary point of view, than its application to the extinguishment of fires in our cities and towns.

Human strength and human endurance are inadequate to the unceasing labor necessary to the operating of the ordinary hand engines; temporary relaxation must be sought, the conflagration in the meantime continues to spread until, but for some fortuitous circumstance, whole squares are laid in ashes, and millions upon millions of property destroyed, despite the untiring efforts of the best and most efficient fire departments.—The frequent occurrence of these devastating fires in our principal cities led to the seeking of some more efficient agent in the subduing of this element. This search has resulted in the production of the Steam Fire Engine.—In the year 1840, the Mechanics' Institute of the city of New York offered a gold medal for the best method of applying steam to the fire engine. Several plans were submitted, and after thorough and patient investigation, the medal was awarded to Captain J. Ericsson, (inventor of the Caloric Engine.)

As this subject is now occupying the attention of the authorities of many of our chief cities, in consequence of the complete success of the Cincinnati Steam Fire Engine, we give herewith a drawing of Capt. Ericsson's Engine, complete and in sections, with full description of the same, thinking that many things about it might with advantage be combined with such new ideas as the pro-

ERICSSON'S STEAM FIRE ENGINE.

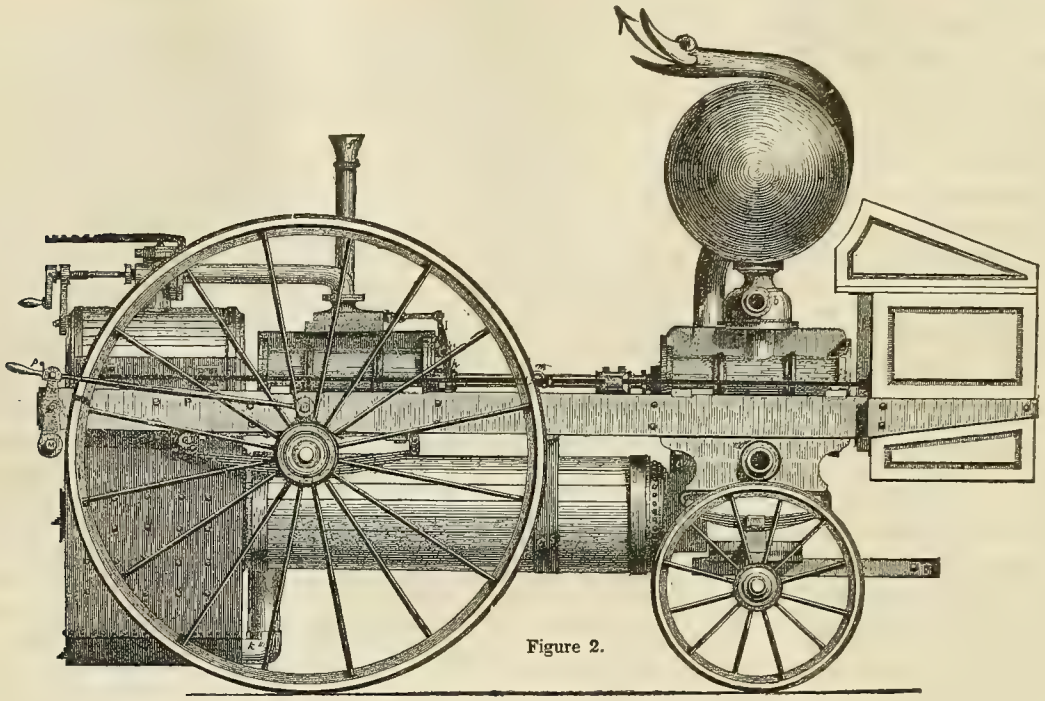


Figure 2.

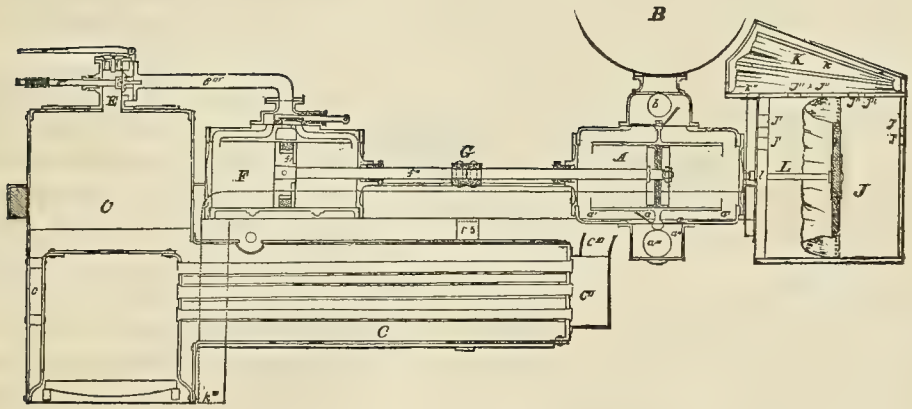


Figure 1.

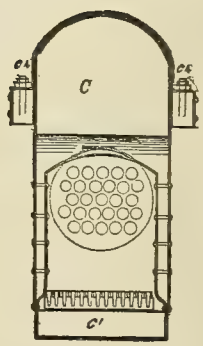


Figure 4

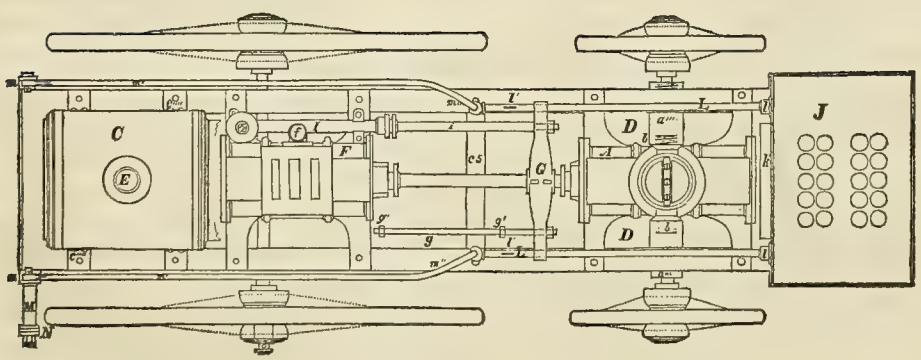


Figure 3.

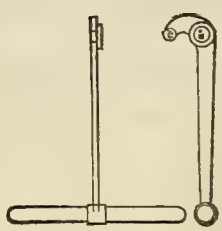


Figure 5.

[CONTINUED FROM PAGE 151.]

gress of improvement in the application of steam may suggest. One point in its favor is its comparative lightness, while the great diameter of its hinder wheels, which support the major portion of its weight, also makes it less destructive to the pavement, as well as much more readily moved.

Of this engine the committee of investigation of the New York Mechanics' Institute, in their printed report, say:

"The points of excellence as thus narrowed down were found to belong in a superior degree to an engine weighing less than 2¼ tons, that with the lowest estimated speed has a power of 108 men, and will throw 3,000 lbs. of water per minute to a hight of 105 feet, through a nozzle of 1½ inches diameter. By increasing the speed to the greatest limit easily and safely attainable, the quantity of water thrown may be much augmented."

DESCRIPTION OF THE DRAWING.

FIGURE 1—Represents a longitudinal section of the boiler, steam engine, pump, air vessel, and blowing apparatus through the center line.

FIGURE 2—Side view of the steam fire engine complete.

FIGURE 3—Plan or top view of the engine; air vessel, slide box of steam cylinder and induction pipe supposed to be removed.

FIGURE 4—Transverse section of the boiler, through the furnace and steam chamber.

FIGURE 5—Lever or handle for working the blowing apparatus by manual labor.

Similar letters of reference will be used to denote similar parts in all of the figures.

A.—Double acting force pump, cast of gun-metal, firmly secured to the carriage frame by four strong brackets cast.—*a*, *a*. Suction valves.—*a'*, *a'*. Suction passages leading to the cylinder. *a''*. Chamber containing the suction valves, and to which chamber are connected *a'''*, *a'''*. Suction pipe to which the hose is attached by screws in the usual manner, and which may be closed by the ordinary screw cap. The delivering valves and passages at the top of the cylinder are similar to those just described, but the valve chamber communicates directly with

B.—Air vessel of a globular form, made of copper.—*b*, *b*. Delivery pipes to which the pressure hose is attached; when only one jet is required, the opposite pipe may he closed by a screw cap as usual. The piston or bucket of the force pump to be provided with double leather packing; the piston rod to be made of copper; the gland and stuffing box to be made of brass.

C.—Boiler, constructed on the principle of the ordinary "locomotive boiler," and containing 27 tubes of 1½ inch diameter. The top of the steam chamber and the horizontal part of the boiler to be covered with wood, to prevent the radiation of heat.—*c*. Fire door. *c'*. Ash pan, consisting of a square box attached below the furnace, and having a small door in front.—*c''*. Square box attached to the end of the boiler, inclosing the exit of the tubes. The hot air from the tubes received by this box is passed off through *c'''*. Smoke pipe, carried up through either of the spaces D, making a half spiral turn round the air vessel, and terminating in the form of a serpent or a dragon, to avoid the unsightly appearance of an abrupt vertical termination.—*c* [4]. Brackets of wrought iron, riveted to the upright part of the boiler, and bolted to the carriage frame.—*c*[5]. Wrought iron stay, also bolted to the carriage frame, for supporting the horizontal part of the boiler.

E.—Cylindrical box attached to the top of the steam chamber, containing:—*e*. Conical steam valve, and also—*e'*. Safety valve.—*e''*. Screw with handle connected to the steam valve, for admitting or shutting off the steam. *e'''*. Induction pipe, for conveying the steam to

F.—Steam-cylinder, provided with steam passages and slide-valve, of the usual construction, and secured to the carriage frame in similar manner to the force pump.—*f*. Eduction-pipe, for carrying off the steam into the atmosphere.—*f'*. Piston, provided with metallic packing (on Barton's plan).—*f''*. Piston rod of steel, attached to the piston-rod of the force-pump by means of

G.—Crosshead of wrought iron, into which both piston-rods are inserted and secured by keys.—*g*. Tappet-rod attached to the crosshead, for moving the slide-valve of the steam-cylinder by means of *g'*, *g'*, Nuts which may be placed at any position on the tappet-rod.

H.—Spindle of wrought iron, working in two bearings attached to the cover of the steam-cylinder, the one end thereof having fixed to it—*h*. Lever, moved or struck ultimately by the nuts *g'*, *g'*.—*h'*. Lever, fixed to the middle part of the spindle H, for moving the steam-valve rod.

I.—Force-pump for supplying the boiler, constructed with spindle-valves on the ordinary plan; the suction pipe thereof to communicate with the valve-chamber of the water-cylinder, and the delivering pipe to be connected to the horizontal part of the boiler.—*i*. Plunger or force pump, to be made of gun-metal or copper, and attached to the crosshead G.

J.—Blowing-apparatus, consisting of a square wooden box, with paneled sides, in which is made to work—*j*. Square piston, made of wood, joined to the side of said box by leather.—*j'*. Circular holes or openings through the sides, for admitting atmospheric air into the box; these holes being covered on the inside by pieces of leather or india-rubber cloth to act as valves.—*j''*. Are similar holes through the top of the box, for passing off the air at each stroke of the piston, into

K.—Receiver or regulator, which has—*k*. Movable top, made of wood, joined by leather to the upper part of the box; a thin sheet of lead to be attached thereto, for keeping up a certain compression of air in the regulator.—*k'*. Box or passage made of sheet iron, at tached to the blowing apparatus, and having an open communication with the regulator at *k''*; to this passage is connected a conducting pipe, as marked by dotted lines in figure 1, for conveying the air from the receiver into the ash-pan under the furnace of the boiler, at *k'''*; this conducting pipe passes along the inside of the carriage frame, on either side.

L, L.—Two parallel iron rods, to which the piston of the blowing apparatus is attached: these rods work through guide-brasses *l*, *l*, and they may be attached to the crosshead G, by keys at *l'*, *l'*. The holes at the ends of the crossheads for admitting these rods, are sufficiently large to allow a free movement whenever it is desirable to work the blowing apparatus independently of the engine.

M.—Spindle of wrought iron, placed transversely, and working in two bearings fixed under the carriage frame: to this spindle are fixed—*m*, *m*, two crank-levers, which by means of—*m'*, *m'*, two connecting rods, will give motion to the piston-rods L, L, by inserting the hooks *m''*, *m''*, into the eyes at the ends of the said piston-rods.

N.—Crank-lever, fixed at the end of spindle M, which by means of

O—Crank-pin, fixed in the carriage-wheel, and also

P—Connecting rod, will communicate motion to the blowing apparatus, whenever the carriage is in motion, and the above parts duly connected.

n.—Pin fixed in lever N, placed at such distance from the centre of spindle M, that it will fit the hole *n'* of the lever shown in figure 5, while *n''* receives the end of spindle M. Whenever the blowing apparatus is to be worked by the engine or by manual force, the connecting rod P should be detached by means of the lock at *p*. The carriage frame should be made of oak, and plated with iron all over the outside and top; the top plate to have small recesses, to meet the brackets of the cylinders, as shown in the drawing. The lock of the carriage, axles, and springs, to be made as usual, only differing by having the large spring suspended *below* the axle. The carriage wheels to be constructed on the suspension principle; spokes and rim to be made of wrought iron, very light.

Captain Ericsson says:

"With regard to the power of the engine represented by the drawing, I estimate it equal to 108 men. The pressure in the boiler being kept at 65 pounds per square inch, and the steam-piston being 10 inches diameter, its effective force, considering the *direct* application, will be at least 4,000 lbs., which, multiplied by 135 feet (or 45 double 18-inch strokes) will be 540,000 lbs. raised one foot per minute; this, divided by 5,000 (the power of man), gives 108. The piston of the force-pump being only 9 inches in diameter, while the steam-piston is 10 inches in diameter, and the pressure of the steam kept at 65 lbs. to the square inch, I can state from experience that in calm weather the water will be projected 110 feet perpendicularly, and the jet will be full 1½ inch diameter, in order to throw the greatest quantity of water to the maximum height. For less heights the jet will increase in the inverse ratio of the square roots of the respective elevations.

"The fire-grate or flues should be kept very clean, with dry shavings, wood, and coke, carefully laid in the furnace, ready for ignition, at moment's notice. The plan of keeping up a *constant* fire in the engine-boiler is bad in practice, as it prevents the keeping the flues clean, and causes formation of sediment in the boiler, to say nothing of wear and tear; but which is still more important, perhaps, at the very moment of the word of fire being given, the furnace is covered with clinkers, or the engineer is busy cleaning it.

"The principal object of a steam fire engine being that of not depending on the power or diligence of a large number of men, one or two horses should always be kept in an adjoining stable for its transportation. The horses being put to, the rod attached connecting the carriage-wheel to the bellows, and the fuel ignited, the engine may, on all ordinary occasions, be at its destination, and in full operation, within ten minutes."

In our next issue, we will give some interesting details relative to the Cincinnati Steam Fire Engine.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	95	96
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	102	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	90	95
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible 1862		....	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	97
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	102	103
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	93	94
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Mansfield and Sandusky	1st "	7	1860	84	87
Do do	2d "	10	1853–7		
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st "	7	....	87	90
Michigan Central	No mortgage, convertible	8	1860	114	116
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	103	105
Do Southern	1st " "	7	1860	104	105
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
New Albany and Salem	on 1st section	10	1858–62	108	109
Do do	1st " on other sections, convert.	8	1864–75	96	97
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	119	120
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" 1862	7	1862	100	101
Northern Indiana	1st mortgage, not convertible	7	1860	101	102
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section	7	1861	101	103
Do	1st " " east "	7	1864	103	104
Ohio and Indiana	1st " "	7	1867	97	98
Ohio and Pennsylvania	" "	7	1865–6	108	109
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	125	127
Parkersburgh	" Guar. City of Baltimore	7	....	103	104
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st "	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Steubenville and Indiana	1st " "	7	1865	93	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	82	83
Bellefontaine and Indiana	50	99	101
Chicago and Rock Island			
Cincinnati Hamilton and Dayton	100	105½	106
Cin. Wilmington and Zanesville		60	
Cleveland, Columbus and Cin	100	125	126
Cleveland, Painesville and Ashtabula.			
Cleveland and Pittsburgh	50	101	102
Columbus and Lake Erie	50	55	70
Columbus and Xenia	50	116	117
Covington and Lexington	50	70	71
Dayton and Miami			
Dayton and Western	50	75	80
Eaton and Hamilton	25	70	73
Galena Chicago and Union	100		
Hillsboro' and Cincinnati	50	73	75
Illinois Central	100	130	135
Indiana Central	50	85	90
Do do 10 per cent	50	87	90
Indianapolis and Bellefontaine	25	96	99
Indianapolis and Lafayette	50	72	75
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	87	90
Lawrenceburg and Upper Mississippi	50	76	78
Little Miami	$50	121	123
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	90	92
Madison and Indianapolis		102½	103
Marietta and Cincinnati		68	75
Maysville and Lexington		60	
Michigan Central		115	116
Michigan Southern		130	131
New Albany and Salem	50	57	62
New York and Erie	100	91	92
Northern Indiana		130	131
Ohio Central	50	95	100
Ohio and Mississippi	50	90	92
Ohio and Pennsylvania			
Panama		120	122
Pennsylvania	50	100	101
Peru and Indianapolis	25	66	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	65	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		105	108
Toledo, Norwalk and Cleveladn		112	113

STOCK TABLE.

CORRECTED WEEKLY.

	OFF'D.	ASK'D.
Government Securities.		
U. S. Loan, 6s, 1856	107	107½
Do 6s, 1862	114	115
Do 6s, 1867	120	120½
Do 6s, 1868	119½	120
Do 5s, 1853, (int. ceases July 1)	101	101½
Do Coupons, 1862	115	116
Do " 1868	120¼	121
Do " 1853	100	101
State.		
Alabama 5s	90	95
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110	111
Do 7s		
Illinois Canal Bonds, 1860	97	100
Do do 1860, registered	107	110
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	90	91
Do Interest do	62	63
Indiana 5s	97	98
Do 2½s	52½	53
Do Canal Loan 6s	96	100
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	9	10
Kentucky 6s, 30 years, 1871	109	110
Do 6s, 15 years	105	107
Do 6s, large bonds	107	109
Do 5s	93	95
Michigan 6s	102	105
Ohio 6s, 1856	104	105
Ohio 6s, 1860	108	109
Do 6s, 1870	114	115
Do 6s, 1875	115	117
Do 5s, 1856	101	102
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	96	97
Tennessee 6s, new loan	107	109
Do 5s	95	96
Virginia Coupons, 6s, 1886	109	110
City Securities.		
Philadelphia 6s, 1876–90	105	106
Baltimore 6s, 1870–90	106	107
Do 5s 1865	92	92½
Boston Bonds, 5s, 1860	101	102
Albany 6s, 1867–9	106	107
Cincinnati 6s, 1860	103½	104
Do 6s, 1897	104	105
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
Lawrenceburgh. Ia., 7s	80	90
St. Louis 6s, 1870	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	96	97
Do coupons, 1883	101	102
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872	107	108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99	100
Memphis 6s, 1882	88	90
New York 7s, 1857	107	108
Do 5s, 1858–60	100	101
Do 5s, 1870–5	103	104
Do 5s, 1890	104½	105
Richmond 6s, 1882	93	94
Dayton, O., 7s, guar'd by Mad R. R. R. 1861,		
County Bonds.		
St. Louis 6s, 1866	98	100
Do 7s, 1871	107	108
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	97	99
Guernsey, O., 7s, 1862	97	99
Darke, O., 7s	92	98
Banks.		
OHIO.		
Ohio Life Insurance and Trust Co	103½	104
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		
KENTUCKY.		
Bank of Kentucky and Branches	110	111
Northern, and Branches	115	117
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	102	105
Newport Safety Fund Bank	97	100
Commercial Bank of Kentucky		
INDIANA.		
State Bank and Branches		
MISSOURI.		
State Bank and Branches		
TENNESSEE.		
State Bank and Branches		
Union	98	100
Planters'	95	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 55	@	$17 65
Spanish Doubloons	17 10	@	17 20
Patriot Doubloons	16 10	@	16 20
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 06	@	1 06½
Portuguese gold	1 00	@	1 01

SILVER.

American Dollars	1 03	@	1 14
American, halves	1 03	@	1 04
Spanish Dollars	1 06	@	1 09
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97

LAND WARRANTS.

	Off'd.	Ask'd.
60 acre warrants	$164	$168
80 acre warrants	83	86
40 acre warrants	42	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, April 30, 1853.

5 Shares	Cincinnati Coal Mining Company, per share	6 25
10 "	Do do do do	5 75
8 "	Cincinnati Insurance Co. Stock, per share	23 00
95 "	Lawrenceburgh and Upper Mississippi R. R. stock	passed.
40 "	Covington and Lexington R. R. stock, not sold, offered	37 50
13 "	Do do do do	70 25
25 "	Do do not sold, offered	70 00
25 "	Little Miami Railroad stock, not sold, offered	120 50
59 "	Indianapolis and Bellefontaine Railroad stock, not sold, offered	93 00
400 "	Peru and Indianapolis Railroad stock,	passed.
10 "	Junction Railroad Company	no bid.

Wednesday, May 4, 1853.

10 shares	Kentucky Trust Co. Bank Stock	Passed.
1 bond,	Wabash and Erie Canal $450, dated September 16, 1851, not sold, offered	9 00
1 bond,	$500, Cin. Med. College, interest 10 per cent	99 50
2 shares	Indianapolis and Bellefontaine Railroad Stock	94 50
4 "	Eaton and Hamilton Railroad Co., dated August 21, 1851	72 50
25 "	Hamilton and Dayton Railroad Co., not sold, offered	106 50
30 "	Covington and Lexington Railroad Stock, not sold, offered	70 25
10 "	Lawrenceburgh and Upper Mississippi Railroad Stock, interest from August 22, 1852, to purchaser	79 00
10 "	Little Miami Railroad Stock, not sold, offered	121 50
5 "	Columbus and Lake Erie Railroad Stock	Passed
135 "	Peru and Indianapolis Railroad Stock, interest from January 18, 1853, to purchaser, not sold, offered	62 50

MONETARY.

But little change is exhibited in the Money Market at the East since our last report. Call loans are easy at 6 to 7 per cent. Prime paper rates from 7 to 8 per cent.; second class paper from 8 to 9 per cent. Sterling Exchange has been quite dull, but our latest reports note it in better request for the steamers of the 1st. Rates 109½ to 109⅝; just below the point making the shipment of specie profitable. The Stock Market has been exceedingly quiet; the Brokers having the market entirely to themselves. Business generally presents a healthy appearance.

In Cincinnati Market, but little change is evident in Monetary affairs, and that little is favorable. Confidence seems to be increasing and money more plenty, though the supply is not fully equal to the demand. Out of doors, rates range a shade lower than at our last reports—say one per cent. per month for good paper. Rates of Exchange remain as before.

The Stock Market has not been very brisk with us the past week.

BANKERS AND BROKERS.

ELLIS & MORTON,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.
Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

ENGRAVERS, &c.

Lithography and Engraving.
RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order, of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts.. Cin.
†mr3

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.
Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., &c. New York, Philadelphia, Boston and Cincinnati.
All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.
Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.
Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.
H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of Geo. K. Stillman,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

ONKEN'S
Lithographic Establishment,
CINCINNATI.
Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.
Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.
Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
†mr3



ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y.

General Map Establishment,

No. 3 College Hall, Walnut Street,
CINCINNATI.

E. MENDENHALL,

MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

Private Bankers in the United States.

JUST PUBLISHED.

The Merchant's & Banker's Almanac

For 1853.

Containing

I. Calendar & Memoranda of Important Events.
II. List of Banks in the United States. Location; President; Cashier; and Capital of each.
III. List of Private Bankers in ninety cities and towns of the U. S.
IV. List of Private Bankers and Members of the Clearing House, London.
V. List of Private Bankers in Europe, Asia, South America, &c.
VI. List of chartered Banks in London.
VII. New varieties of Gold and Silver Coins—Counterfeit Coins and Bullion.
VIII. Commercial and Exchange Tables of European countries.
IX. Remarks on the great Scarcity of Silver Coin.
X. The London Quarterly Review on the Gold Question.
XI. Law to establish a branch Mint in California.
XII. Gold and Silver.—Their Supply, Production, and Relative Values.
XIII. The Prospective Value of Gold.
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XVIII. SEVENTY THREE ENGRAVINGS of recent English, French, United States, and South American Gold and Silver Coins.

One Volume Octavo, 180 pages. Price One Dollar. Copies forwarded per mail to order. The trade supplied by

G. P. PUTNAM & Co., New York.
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Office Bankers' Magazine, No. 167 Broadway.

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Guage, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings. Dixon's best Black Lead Crucibles

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FOR SALE.

A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.
Apply to J. A. & U. P. JAMES,
No. 167 Walnut st

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.
MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

RAILROADS.

Bellefontaine and Indiana Railroad.

OPEN TO SIDNEY.

Trains will run DAILY between

CLEVELAND AND SIDNEY,

Commencing Monday, April 25, 1853.

Trains going East,

Will leave Sidney at 6.30 A. M., connecting at Bellefontaine, at 7.45 A. M., with the Morning Train north on the Mad River and Lake Erie Railroad; and at Galion with the Trains north and south on the Cleveland, Columbus, and Cincinnati Railroad, arriving at Cleveland in time for the Evening Trains east on the Cleveland and Erie Railroad, and the Cleveland and Pittsburgh R. R.

Trains going West,

Will leave Cleveland at 9 A. M., on the arrival of the Lake Shore Train; leaving Galion at 3 P. M.; connecting at Bellefontaine with the Evening Train south on the Mad River and Lake Erie Railroad, at 6.20 P. M., and arriving at Sidney at 7.30 P. M.

CHAS. SELLERS, Sup't.

May 5-1*

NOTICE TO CONTRACTORS.

PROPOSALS will be received at the Engineer's Office of the Cleveland and Mahoning Railroad Company, in Warren, Trumbull county, O., until Tuesday, May 17, 1853, for the grading and masonry of about fifteen miles of said road, from Warren to Youngstown. The line runs along side, or within sight of the State road, and the Pennsylvania and Ohio Canal, the whole distance.

Plans and specifications are now ready for inspection at the office in Warren.

Estimates will be made monthly, and payments in cash.

By order of the Board of Directors.
EDWARD WARNER,
May 5--2t. Chief Engineer.

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

PENNSYLVANIA RAILROAD.
NOTICE TO EASTERN TRAVELERS.

A CONTINUOUS Rail Road from Cincinnati, Cleveland, Wooster, Massilon, Alliance, O., and Chicago, Ill., to Philadelphia, via Pennsylvania Railroad, from Pittsburgh to Philadelphia.

Through from Cincinnati to Philad. in 38 hours.

"	"	Cleveland	"	26	"
"	"	Pittsburgh	"	19	"

Being the shortest and quickest route from the Great West to the Atlantic cities.

Fare from Cincinnati to Philad. by R. R.,			$16 30
	Cleveland	" "	10 00
	Massillon	" "	10 00
	Pittsburgh	" "	9 50
	Cincinnati	" (Cincinnati to Pittsburgh by steamboat,)	11 00

Tickets from Cincinnati to Philadelphia, or Baltimore, by railroad, can be purchased of P. W. Strader, Ticket Agent, Cincinnati. And by the Steam Packet Line to Pittsburgh, and thence by railroad to Philadelphia, from the Captains on board, or A. Irwin, Jr., & Co., No. 22 Broadway, Cincinnati; and from Cleveland, via the Cleveland and Pittsburgh Railroad, and Ohio & Pennsylvania Railroad, of D. Horton, Ticket Agent, at the Weddell House, in Cleveland.

On or about the middle of February the road will be opened from Crestline to Wooster, and time between Cincinnati and Philadelphia reduced to 34 hours.

NOTICE.—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

THOS. MOORE, Passenger Agent, Phila.
J. MESKIMEN, Passenger Ag't, Pittsb'g.
A. IRWIN, JR., & CO., Cincinnati.
February, 1853.

To Railroad Contractors.

THE Memphis and Charleston Railroad Company offer for contract the grading and masonry on 43 miles of their Road, extending from La Grange, Tennessee, eastwardly.

Bids will be received at La Grange, until May 25, 1853.

Twelve months time will be given for the completion of contracts.

Payments in cash monthly, with a reservation of 20 per cent. until final estimate.

By order of the Board of Directors.

JAMES F. COOPER,
Chief Engineer.
Huntsville, Ala., April 8, 1853.—ap14-7t.

WINSLOW'S PATENT COMPOUND RAIL.





THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M

Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
Superintendent.

6*mr3

Notice to Railroad Contractors.

SEALED Proposals will be received by the undersigned, at their office, corner of Main and Court Streets, Cincinnati, until May 13th, 5 o'clock, P. M., for the graduation and masonry of about 20 miles of the Dayton and Cincinnati (short line) Railroad, from Dayton to Franklin. The line will be divided into sections from 2 to 3 miles in length. Estimates made once in each month in cash. Profiles and specifications will be ready for examination on and after the 2d of May.

The balance of the road, about 30 miles, will soon be ready to be put under contract.

FERRELL & DUNHAM,
Contractors for D. and C. (short line) R. R.
Cincinnati April 4, 1853.—ap14-4t

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

FULTON CAR MANUFACTORY,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Open and covered Freight Cars, four or eight-wheeled Crank and Lever Hand Cars, Trucks, Wheels, and Axles, and Railroad Work generally.

Cincinnati, Ohio, April 14, 1853.—†ap14.

TO CONTRACTORS.

La Crosse and Milwaukie R. R. Co.

PROPOSALS will be received at the office of the Engineer of said Company, in the city of Milwaukie, up to the 10th day of May next, for the grading, bridging, superstructure, station houses, water stations, and equipments of the first division of the La Crosse and Milwaukie Railroad, extending from the city of Milwaukie to Portage City, on the Wisconsin river. Propositions will also be considered for the grading in sections, and for the superstructure and buildings separately.

By order of the Board.

J. L. BEAN, Pres't.
Milwaukie, April 6, 1853.—ap14-4t

LOCOMOTIVE LANTERNS.

I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-Plated Reflectors, Copper Cases, and in every way equal to the best manufacture in the country. Orders from Railroad Companies in the West are solicited. A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

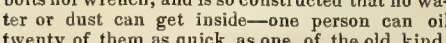
E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.
ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the Clinton Line Railroad Company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging, and superstructure of their entire road from Hudson to the Pennsylvania State line.

Plans, profiles and specifications will be exhibited, and all requisite information given at the office of the Company in Hudson, on and after the 10th day of May next.

By order of the Board of Directors.
H. N. DAY, President.
W. B. BRINSMADE, Engineer.
Hudson, March 20, 1853.—ap7-6t

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico .....1200 " ..... Capt. H. Place.
Texas .....1400 " ....Capt. James Lawless,
Perseverance .1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

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1853.



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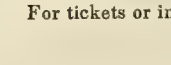
Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
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Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
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†mr3

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Supt. Car Building and Repairs
Old Colony R. R. Co

Office of the Fitchburg & Worcester R. R.
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AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 11. CINCINNATI, THURSDAY, MAY 12, 1853. Vol. 1.

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OHIO AND INDIANA RAILROADS.

LIMITATIONS OF PROFITS—ARE TOO MANY UNDERTAKEN?

When every day brings us an account of new railroad enterprises, especially in the West, it becomes a very interesting question, to know at what limits railroad construction will cease to be profitable. This question is especially important in Ohio and Indiana, where the largest number of new works are undertaken. There are three different classes of opinions on this subject. One class of persons think there can not be too many railroads, because their general effect is beneficial. This may be true, as to the country; but it can not be true as to *stockholders*, who, the moment the business is overdone, as in other kinds of business, lose the interest on their capital. A second class of persons think that railways are already overdone, and begin to croak about some anticipated downfall. They are equally erroneous, if they mean by it that the *country* is to be injured. This will not be the case by the *excess*—but might be by the sudden stoppage of such work—for it is certain, that the expenditures of labor and capital on substantial works of *utility*, never injured any country. To the country at large, railways absolutely pay a dividend independent of their utility, and independent of dividends. This is in what is called their *expenses;* for this is all paid for labor and materials, and constitutes to the *nations* a positive interest on capital, though the stockholders should receive nothing.

There is yet a third class of people, who would think the financial failure of railway companies no great misfortune; for the greater part of the capital, say they, is *foreign capital.* This class are few in numbers, if indeed there are any sincere in such opinions. For nothing is more certain, than that the failure of railway companies to meet the interest to their bondholders, would be a very great public disaster. It would prove that we are, at once, both dishonest and incapable; in other words, both knaves and fools. Happily there is not the remotest probability, scarcely possibility, that a general railway failure should ever take place. In this country, not over nine tenths of them are very profitable to all parties, but the very *growth* of the country will enable most of them to pay bondholders out of the *increase* merely of business. No country, and no period of the world, ever presented such a *remarkable commercial fact* as this; that though a new enterprize in business may commence with almost nothing in hand, yet such is the growth of business, population, and wealth, that it soon creates for itself both business and profits.

The question, however, of what is the *limit*, if there be one, of *profitable* railroad construction, still remains open, and is one of great interest to capitalists. There are some data on this point, both in Europe and America, which will enable us to *approximate* the truth on this subject, and enable the railway mariner to distinguish some of the headlands before him.

In England, there are now in round numbers, 7,000 miles of railway, on a surface of about 65,000 square miles, or a little more than the State of Illinois. The cost per mile was $150,000, or about *four* times the cost of New England and New York roads, and *seven* times the cost of our Western roads. The *density* of population in Great Britain, was 300 to a square mile; and the density of Massachusetts and New York 73; and that of Ohio and Indiana 50 per square mile. Looking simply to the outlay of capital in a railway, and the business which is necessary to sustain dividends, the number of miles of railway, which may be sustained profitably, is almost in direct proportion to the *density* of population. But there are here two variable quantities, called by mathematicians *variables*, viz: The *density* of population, and the *cost* per mile. At the *same cost* per mile, then, the relative quantity of railway which might be constructed, at a given profit, would, in England, New England, and New York, Ohio and Indiana, be in the respective proportions of 300, 73, and 50. But if the *cost* varies, (as it does,) in each of these localities, that *variable* must be taken into the account. The average cost in England is $150,000 per mile; in New England, $40,000; in Ohio, $24,000; at least it is very nearly in these proportions. But the profits of the bonds, the density remaining the same, (expenses also being supposed in a uniform ratio,) will be in inverse proportion to the cost. Thus the *density* in England is four times greater than in New England; but the *cost* is also very nearly four times greater, so that the profits should

be nearly equal. Comparing Massachusetts with England, this is just about the truth, and both have arrived at a limit where only an *average* of 6 per cent. dividend can be made. The true *ratio*, the elements of *density and cost* being given may be ascertained, by combining these ratios *inversely*. Thus, the ratio of density and cost in England being 300 for the former, and 150 for cost, and in New England, 73 for density, and 40 for cost, we have, multiplying *inversely*, 12,000 to 10,950, or about 12 to 11. Assuming that England has reached the *maximum*, the next inquiry is, has New England an amount of railway, (*on the same surface*,) equal to that in England, in the ratio of 11 to 12? It happens that New England has just about the *same surface* as England and Scotland—the Island of Great Britain. Taking the English railway system as the standard, her 7,000 miles is represented in the above proportions as 12, and the New England railroads by 11. New England *may* have 11 parts of 7,000, about 6,400 miles of railway, before she will attain the English standard of *quantity*, as actually existent. But New England has only 2,500 miles of railway. New England may, therefore, *double* the present number of railways there, without reducing the *average* dividend below 6 per cent.

Now, let us apply the same principles to the case of Ohio and Indiana. These two States comprise 77,000 square miles of surface, with 4,000,000 of inhabitants, making a density of a little over 50 per square mile. The cost of railways—although the estimates are often less, is really $24,000 per mile. The English ratios, then, are density 300, cost 150, as above. The Ohio and Indiana ratios are density 50, cost 24. Multiplying these inversely, we have England 7,200, Ohio and Indiana 7,500. On *equal surfaces*, then, Ohio and Indiana may have a little larger amount of railway than England. Now they have 77,000 square miles, and England 64,000; so if England has 7,000 miles of railway, Ohio and Indiana may have as much more, as 77 is greater than 64; that is, 8,400 miles. All the railways yet constructed, constructing, contracted for, or seriously undertaken, amount to about 6,000 miles; so that, if every thing is done which is now undertaken, there will remain a margin of 2,400 miles in these two States, to reach the present ratio of England. But there is one fact, of *great moment*, in relation to Ohio and Indiana railways, to which there is no analogy in England, and scarcely in Europe. That is the *outside* or *through* traffic. English railways stop at the island boundary, and railways run across Great Britain in about the same distance it would take to cross one of our large States. All analogy here ceases. The railways of Ohio and Indiana are made for the American Continent. The time is near, when the car of an Ohio railway will scarcely cease to roll till it has reached the Pacific; when its conductor will take one breakfast in Cleveland and his next in Charleston; when he will breakfast on buckwheat in the North, and sup on oranges and figs in Southern latitudes. This vast amplitude of railroad influences, has no analogy in Europe.

Railroads.

CINCINNATI WESTERN RAILWAY.

This is about to prove one of the most important railway outlets of this city. C. B. Smith, Esq., well known from his high standing, talent, and energy, is President, and under his management it will, we doubt not, be carried successfully through. We have recently made some inquiries into the direction, object, and prospects of this road, and the following is the result.

The Cincinnati Western Railroad will extend from Cincinnati to New Castle, on a direct northwest line, nearly straight, of 73 miles in length; thence connecting with the line through Logansport to Chicago, making the entire distance from Cincinnati to Chicago but 258 miles:

The route out of the city will be by Cumminsville and Hamilton, passing the summit between Millcreek and the Miami by a short tunnel; thence to Venice, (Butler Co.;) thence west of Liberty to Cambridge City and New Castle. The country which will supply its local traffic is exceedingly rich, and the way-business will undoubtedly be very large. The connections at New Castle are very important—on the one side to Chicago in a nearly straight line; and on the other, by a Company organized, with a large stock subscription, to Grand Haven, (Michigan,) on the east shore of Lake Michigan. This last line will pass through Indiana in a nearly north direction, through counties not touched by any railroad, and fast growing in wealth and population.

The Cincinnati Western Railroad will form a common trunk for these lines, and connect the Northwest, through Cincinnati, with the great southeastern lines in Virginia, Kentucky, and Tennessee.

In *directness*, this is the best line leading from Cincinnati to the Northwest. In cost, it will not exceed other lines. The two summits on either side of the Miami will present some difficulties, but will be overcome by 50 feet grade, and short tunnels.

Mr. Marsh, the engineer, estimates the total cost at $1,900,000. On this sum the Cincinnati and Western Railroad will pay handsome dividends, even if its through business should be small.

A large proportion of stock has already been subscribed to this work, and the grading, bridging, and masonry of the whole line is under contract. A heavy force is now engaged on the division between Cambridge City and New Castle, which section is to be completed by the 1st of November next.

In three weeks the contractors will be at work between Cincinnati and the Miami.—Four parties of engineers are engaged in making the final location of the whole line. The road will be graded and the track laid by the 1st November, 1854.

This work commences under very favorable auspices, and with prudent management, will, in spite of the great competition likely to exist among Indiana roads, prove a profitable undertaking.

CLEVELAND AND MAHONING RAILROAD.

When we wrote our last notice of this work, we were not aware that it was actually commenced. Since then we have received the following information:

Fifty-three miles of this road, from Cleveland to Warren, were let in March. Fifteen miles more will be let on the 17th inst., and the rest of the line will be prepared for letting soon. Between four and five hundred men are now employed on the line, and have been for about six weeks. It is the intention of the Directors to have the cars running over the entire length of the road within eighteen months from this date.

The surveys on the Northwestern Road from Newcastle, on the Mahoning Road, to a point on the Pennsylvania Railroad east of Blairsville, have just been commenced. The Company has a large stock subscription, and previous surveys indicate that the route will be favorable.

This road, if constructed in connection with the Cleveland and Mahoning Railroad, will open a new and very important line of communication between the Lake region and Philadelphia, which will be between thirty and forty miles nearer than the present route through Alliance and Pittsburgh, and will furnish a route to New York by way of Port Clinton, Allentown, and Easton, more than eighty miles nearer than any present existing route, and probably nearer than any other route permitted by the topography of the country. Further particulars of this road will be found on page 164.

These advantages must throw upon the Cleveland and Mahoning Road an amount of through trade and travel which, added to its very favorable prospects of local business, will make it one of the controlling lines in Northern Ohio.

☞We learn from a letter from Vincennes, 27th ult., that the engineers had left that place to run the line of the Southwestern Railway, and that they are now in the field in that service.

RAILROAD ACCIDENTS.

Accidents are liable to occur upon any and all roads; but it is seldom that the press is called upon to chronicle a disaster so terrible in its consequences, and one so manifestly the result of pure recklessness, for we can give it no milder name, as that caused by the collision of the trains of the Southern Michigan and the Michigan Central Roads at the intersection of their respective roads some eight miles from Chicago, on the night of the 25th of April last.

The collision took place at 15 minutes past 10 o'clock, of a light, clear night, when, by the evidence of one of the witnesses, the lights of a train could have been readily distinguished at a distance of three miles. The express train, which left Chicago at 9 o'clock P. M. on the Southern Michigan Road, ran into an emigrant and freight train of the Michigan Central Road. From the evidence before the coroner's jury, it would appear that the emigrant train consisted of 24 double cars, each 24 feet long, two of which, the 7th and 8th, were filled with emigrants, some 80 in all. This train had no head light out.

Mr. Buckman, engineer, of this train at the time, says:

"Am required to have a head light; my light wont burn; *have not used it for two trips.* I saw the light of the Southern Michigan train half a mile from crossing; shut off steam and whistled down the brakes; did not reverse the engine, supposing that the train would stop without it. If I had reversed my engine, my train would have stopped. I always run slow over a crossing; *supposed I had a right to the track.* If I had not whistled down the brakes I should have been out of the way."

Mr. Tyler, conductor on this train, says:

"The head light was not up; *was not lit because it would not burn for want of wicks.* At the time of collision I was in way car; was running 12 miles an hour when I saw the light, and four miles at time of collision.—Our fifth car was struck, and two emigrant cars and one freight car destroyed. *We had only two brakes; these are on the way car.*"

Mr. Whitney, conductor of the express train of Southern Michigan Road, says:

"Was taking fare at time of the collision; was thrown backward; had proper signal lights out; did not expect a train.

Mr. Edward Davis, engineer of express train, says:

"Stopped half an hour at Rock River R. R. junction; endeavored to make up for lost time; ran about as fast as I could till I saw sparks from chimney of locomotive on Michigan Central Road; was five or six times the length of train from the crossing; stood at my proper place, with my head out of the window. Soon as I saw sparks, blew whistle to brake down, and reversed engine. Could see by my own lights that their engine was across the track, but their cars were not; was running 25 to 28 miles per hour. Went right through their train. Had usual light; I believe that Michigan Central train had no light in front; think I must have seen it. Michigan Central train was running slow; was twice the length of my own train (180 feet) from crossing when I saw the cars of Michigan central train by my own light."

We have here given the principal points of the evidence, of the parties most deeply interested, before the coroner's jury in this case, and leave our readers to draw their own conclusions as to whether "*nobody was to blame,*" as usual.

Want of space prevents our attempting to give a description of the horrid spectacle presented by the wreck. The cars lay piled up in the water, (which flanks both sides of the road at this place,) an immense heap of iron, splinters, doors, baggage, &c., with the crushed locomotive of the express train emitting steam some four or five hours afterward. Beneath, around, and amid this confused mass lay old and young, male and female, from the gray headed man to the infant at the breast; many killed outright, others mortally wounded, and many maimed for life. The news of the collision was taken to Chicago by the locomotive of the emigrant train, and physicians, with praiseworthy promptitude, hastened to the spot to render such assistance as was in their power. The dead and the survivors were collected and taken to Chicago, where every attention was paid them. The number killed outright, or who have died from injuries received, is 18; the number wounded from 40 to 50.

The verdict of the juryis "that the persons killed by the recent railroad accident came to their deaths by the collision of the Michigan Southern and Michigan Central Railroad cars, on the night of the 25th April, caused by the gross carelessness and neglect of Moses M. Tyler, conductor, and Thomas Buckman, engineer, of the Michigan Central Railroad; also, Robert L. Whitney, conductor, and Edward Davis, engineer, on the Michigan Southern Railroad. We find and consider them guilty of gross neglect and carelessness, and hold them as the cause of the death of the persons whose bodies have been laid before us."

Messrs. Tyler, Buckman, Whitney, and Davis, were consequently arrested and severally held to bail in the sum of $2000 each.

We did propose to say a few words upon this accident, but the pressure upon our columns, and the recent occurrence of another still more reckless *accident*(!) upon one of the Eastern roads, upon which we purpose making a few remarks also, induce us to defer further comments until our next issue.

THE NEW YORK STREET RAILROAD.—Judge Mitchel, of New York, has granted an order for the grantees of the Eighth Avenue Railroad to show cause why a perpetual injunction should not be issued to stop the running of cars on that railroad, and to restore the streets to their original condition.

TERRE HAUTE AND ALTON R. R.

We take the following from the New York *Times:* "The success of the Ohio and Mississippi negotiation is encouraging for the Alton Railroad, connecting the trunk lines of Indiana, with Alton and St. Louis on the Mississippi. The work is looking well at home. The President of the Company has been some time past in this city, upon business connected with their interests. We are requested to say, in this connection, that the entire line of the road was, last season, let to responsible eastern contractors, who have so far progressed with the work, that they intend to commence laying the rails as soon as they can be forwarded from this city. The iron for the entire line is purchased, and it is now daily arriving from Europe, and will go forward at once to the line of the road. It is intended to have about 100 miles of the road open for use by the end of the present season, and the remainder early in the coming year. The road will form a very important link in the railroad chain between the Mississippi and the East. At Terre Haute it connects with the railroad already completed, extending through Indiana and Ohio, to Cleveland, Pittsburgh and the Atlantic cities.

At a point near the State line of Indiana, it will also connect with the western division of the Buffalo and Mississippi Railroad, (which is the corporate name of an authorized branch of the Northern Indiana Railroad,) which will extend from Goshen to Logansport, Lafayette, and the western line of the State of Indiana, in the direction of St. Louis. This Company, we are requested to say, has arranged to connect with the Terre Haute and Alton, at the State line of Indiana—thus forming a continuous line from St. Louis and Alton, by way of the Terre Haute and Alton, the Northern Indiana Branch, and the Wabash Valley Road, to Lake Erie at Toledo. The several portions of this line are all either now under way or about to be commenced, and within the next two years we may expect to see this direct line between St. Louis and Lake Erie, at Toledo, completed and in operation."

ARKANSAS — RAILROADS. — We note that the spirit of progress is awakened in this State also. The General Government has granted a portion of lands to aid in the construction of railroads in this State. Meetings have been held to take the necessary steps to obtain these lands; to accomplish which some action of the Legislature is necessary. We see that at a meeting held at Washington, on the 2d of April, resolutions were adopted requesting the Governor to issue his proclamation convening the Legislature as soon as possible, to dispose of this munificent donation.

NORTHWESTERN, PA., RAILROAD.

This road is proposed to extend from Blairsville, Indiana county, on the Pennsylvania Central Road, via Freeport and Butler, to New Castle, in Lancaster county, Pa., where it will unite with the Cleveland and Mahoning Road, to Cleveland, opening a direct route, of uniform gauge, from Philadelphia to the Mississippi river, via Chicago city. The portion of the line necessary to be built is from Blairsville to New Castle, a distance of only about 82 miles.

The friends of this enterprise contend that there are many advantages in its favor over the route via Pittsburgh. One advantage is the saving in distance. The length of this route from Blairsville to the junction with the Mahoning Road is 82 miles. Whereas by the way of Pittsburgh, and over the Ohio and Pennsylvania Road, it is 108 miles between the same two points. Another is the avoiding the expense (from 75 cents to $1 per ton) and loss of time consequent upon the transhipment at Pittsburgh of all freight sent by the last named route — such transhipment being rendered necessary by the break of gauge at Pittsburgh.

In Pennsylvania, this route seems to meet with every encouragement. Butler county has subscribed $200,000 to its capital stock; Butler (town) individual subscriptions, $50,000, while the individual subscriptions of the county are expected to reach $100,000 more; and Lawrence county promises $200,000, aside from individual aid. Philadelphia is especially interested in the completion of this road.

The *North American*, of that city, after stating the commercial importance of the cities of Cleveland, Sandusky, Toledo, and Chicago, with which Philadelphia will thus have a direct intercourse, closes its appeal in the following earnest manner:

"Here, then are four centers of inland trade, having a joint annual commerce of upward of one hundred and six millions of dollars, with which the construction of 82 miles of railroad from Blairsville to New Castle, in Pennsylvania, proposes to place Philadelphia in in communication through a continuous iron highway, requiring no transhipment of freight on any part of the route. We can not imagine that an enterprise of this character will fail to receive the cordial co-operation of our citizens."

Mobile and Ohio Railroad.—We gather from our exchanges that the subscriptions along the route of this road are coming in very satisfactorily, and that the various sections are being put under contract as rapidly as the plans, profiles, &c., can be made up from the surveys. This is an important line in the Northern and Southern connection of the Western States, and ranks deservedly among the best.

LAWRENCEBURGH AND UPPER MISSISSIPPI RAILROAD.

We are gratified to learn that the directory of this Company have secured the services of E. L. Wentz, Esq., late of the New York and Erie Road, as General Superintendent of their road. The rapid completion of this road renders the untiring efforts of a competent superintendent necessary; and from the responsible post Mr. Wentz has heretofore filled so satisfactorily, we doubt not his full competency to the task he has assumed.

The progress of this road is exceedingly gratifying. We note that arrangements are being made to unite a line of steamers to connect with this city, on the arrival of the cars at Lawrenceburgh, thus enabling passengers to come direct to this city, avoiding the tedious detention of waiting for the boats.

The road will be completed to Greensburg about the middle of this month, on which occasion it is proposed to have a celebration at that place.

The laying of the track has commenced at Shelbyville, and will be commenced at Indianapolis very soon also.

RAILROAD FAILURE.

We noticed several weeks ago, says the New York *Times*, upon authority which we deemed good, but without using the name of the railroad corporation implicated in the transaction, that an ugly looking business had been going on in this market, in English rails, supposed to have been taken in barter for certain Western bonds negotiated in London, without proper guaranties of regularity or security. Part of the iron was hypothecated for Custom duties, and another and considerable part sold for cash, and the money nowhere publicly accounted for. The allegations in the case, though pointed in a way not to be mistaken by the parties concerned, were not denied or traversed. The operation had all the appearance of a constructive fraud upon the English creditors, and the circumstance of reselling the rails for cash, and thus diverting the property and weakening the security for the bonds taken in good faith on the other side, ought to have been explained, if susceptible of explanation, at once; but it was not.

Watching for further developments in regard to the matter, we were not surprised to find in a morning paper of yesterday, a statement that $600,000 of similar railroad bonds had been put upon the New York money market by way of hypothecation, through various channels, though we were astonished to hear that the corporation or road Company are *losers* to the amount of $175,000, and have passed their April interest, or coupons, in consequence. *How* the Company or negotiators are losers to this large amount, is not explained, beyond the vague implication of a Wall street agent for certain Connecticut banks, which recently exploded. That the circulating notes of these banks were given in the course of negotiation seems probable, as the Wisconsin papers spoke of the loss to the laborers along the line of the road at the time of their failure, but that the road Company redeemed them subsequently; or that the party in Wall street made way with any considerable portion of the bonds, or refused to tell to whom he paid over the sums obtained upon them, we have never understood. The only thing certain is, that $130,000 were advanced by a single bank in this city, and other large sums by other lenders, and that they are about to make "an amicable arrangement to obtain possession of the road, and to finish it for their own benefit." The terms of the arrangement being on the basis of about 60 cents on the dollar of the bonds held on *this* side of the water, the chances are that some one besides the Company are to suffer on *the other*—the rails which were bought with English bonds being first sold for cash, and the road, mortgaged for their security, next surrendered to pay for advances on New York bonds! Perhaps further "by authority" explanation will put a more reputable face on the transaction.

COLUMBUS & PENNSYLVANIA STATE LINE.

PROPOSED ROAD.

A large meeting assembled at Massillon on the 26th ult., for the purpose of taking into consideration the practicability of constructing a road from Columbus to some point on the Pennsylvania State line, in the direction of the city of New York, on an *air line*, as nearly as the surface of the country will admit. The proposed route now passes through Warren, O., and Mercer, Franklin, Ridgeway, and Eaton, Pa. The necessary authority for the portion of the line through Pennsylvania was secured at the late session of the Legislature of that State. It is said that, as this line tends directly to a connection with New York city, any amount of capital needed for its construction can be obtained there.

This movement is in opposition to the Northwestern Railway from Sandusky City to New York and Philadelphia, in a direct line; but what effect it may have upon that line we are not prepared to say, not being cognizant of all the circumstances connected with either.

Our sister city of Columbus seems determined to stand pre-eminent as the railroad capital, as well as State capital. She is stretching her iron bands in every direction, making herself the concentrating point of an extensive system of roads, and connecting herself north, south, east, and west with all the chief cities of the Union. We are glad to see this, and sincerely trust that she will reap the rich reward due to such energy.

RAILROAD EARNINGS.

HUDSON RIVER RAILROAD.

The rate of increase on through passengers on the Hudson River Railroad for the first half of April is as follows:

Number of passengers carried	54,306
Earnings from passengers	$35,124
Earnings from freight	7,993
Total	$43,117

In 1852, same time.

Number of passengers carried	36,489
Earnings from passengers	$21,756
Earnings from freight	3,394
Total	$25,150
Showing an increase in the number of passengers	17,816
Increase in receipts	$17,967

CLEVELAND AND PITTSBURGH RAILROAD.

The receipts of this road for the month of April, 1853, are as follows:

For Passengers	$19,792 34	
For Freight, Mail, &c.	19,587 82	
		$39,380 16

Receipts for April, 1852:

For Passengers	$14,794 62	
For Freight, &c.	9,009 39	
		$23,804 01
Increase		$15,576 15

ERIE RAILROAD.

Receipts for the month of April, 1853, were	$423,076 56
Receipts for April, 1852	320,822 95
Increase	$102,253 61

PENNSYLVANIA CENTRAL RAILWAY.

The following is a comparative statement of the earnings of this road, for the first three months of the year 1852:

January	$92,172 50
February	155,651 13
March	243,773 71
Total	$491,597 34

For the first three months of the year 1853:

January	$233,536 26
February	284,461 49
March	310,955 82
Total	$828,953 57

Excess for three months over those of corresponding months of 1852, $337,356 23.

MICHIGAN CENTRAL RAILWAY.

The receipts of this company for the third week in April, last year, were as follows:

Passengers	$8,670 94
Freight	5,290 23
Total	$13,961 17

For the third week in April, this year:

Passengers	$17,095 41
Freight	12,300 57
Total	$29,395 98

Increase in 1853, $15,434 81.

LITTLE MIAMI RAILROAD CO. — The receipts of this road for the month of April are $71,206.78. This is an increase of $14,291.18 over those of the same month last year.

RAILROAD SUBSCRIPTIONS.

Beloit, Wisconsin, has voted, by a large majority, to issue bonds to the amount of $100,000, in aid of the Racine Railroad.

The Burlington, Iowa, Telegraph, says: The triumphant success of the loan question in this county has infused new life and hope into all the friends of the Iowa Western Railroad. The counties west of us are to vote on similar propositions in May, and the result here ensures success in each of them. The sums proposed to be voted, as we learn, are,

Mahaska	$60,000
Keokuk	25,000
Marion	50,000
Warren	40,000
	$175,000
Add Muscatine county	55,000
" " city	45,000
Total	$575,000

This, with the first instalment on private subscription, insures the company $300,000 to begin on.

The city council of Peoria, Ill., recently adopted a resolution ordering an election to be held on the 18th of May, to determine for or against authorizing the city to subscribe one hundred thousand dollars to aid in the construction of the eastern extension of the Peoria and Oquawka Railroad; and fifty thousand dollars toward the construction of the Peoria and Bureau Valley Railroad. These propositions, although in their nature separate and distinct, are, by the action of the council, made one and indivisible—they are to be voted for jointly.

"THE TRIUMPH OF IMPROVEMENT."—In a paragraph under the above head, the New Orleans Bulletin exclaims:

The "long agony is over;" the battle has been fought and won. Victory perches on the side of progress, and smiles gladsomely upon the dawning future. Louisiana has at last come to the aid of Louisiana.

Yesterday, the House of Representatives passed a bill, by a vote of 62 to 15, subscribing the twenty per cent., on the part of the State, and permitted by the Constitution, to the capital stock of the New Orleans, Jackson and Great Northern Railroad Company. And, as the fight centered upon the first bill—for the same principle applies exactly to all—there can be no doubt of the success of the others, the Shreveport and Opelousas.

The inauguration of the new era ought to be hailed with bonfires and illuminations. We, however, wish nothing of the sort. Let *action*—steady, continued action, until the railroads are completed—be the order of the day. *Then* we can afford to go on a jubilation.

Since the publication of the above, the Legislature has passed bills granting aid to the following roads, under the twenty per cent. subscription law, viz:

Vicksburgh, Shreveport and Texas	$800,000
N. Orleans, Jackson and Great Northern	1,600,000
New Orleans and Opelousas	1,200,000

THE RAILROAD VOTE.—The entire vote of St. Louis and county on the 2d inst., upon the subscription of $900,000 to the North Missouri and Iron Mountain Railroads, and the mode of payment, resulted as follows:

For subscription	1,889
Against subscription	115
Majority for subscription	1,774
For payment by bonds	1,274
For payment by tax	709
Majority of bonds	565

On the same day, St. Charles county, by an almost unanimous vote, decided to subscribe one hundred thousand dollars to the stock of the North Missouri Railroad. The amount is to be raised by special tax, and not by the issue of the county's bond.

JOLIET AND TERRE HAUTE RAILROAD.—A company has been organized for the construction of this road under a charter granted by the Legislature last winter. The following are the officers elected:

President—Joel A. Matteson.
Vice President—Peter Stewart.
Secretary—Richard Doolittle.
Treasurer—George W. Casseday.

The Joliet *Signal* states that the books were opened on the 21st inst., (April,) and $1,000,000 subscribed.

PACIFIC RAILROAD CONTRACT.—We learn that the Pacific Railroad Company has entered into a contract with Thomas L. Price & Co., for the construction of the large tunnel commencing near Moro Creek, about four miles below Jefferson City. The tunnel will be about one thousand feet in length, and will probably have to be cut mostly, if not altogether, through solid rock. As the contract embraces, in addition, four miles of the road extending from the tunnel to Jefferson City, it is the heaviest and most important yet given out. In fact, it covers the portion of the road most difficult of construction.—We are glad it is in such able hands. Gen. Price's well known energy and promptness are a guaranty for the early and thorough completion of the work. He expects to have the road finished in time for the cars to carry the members of the next Assembly to Jefferson City.—*St. Louis Democrat.*

HENDERSON AND NASHVILLE R. R. CO.—Col. E. H. Hopkins has resigned the office of President and Director in the above Company, and the Rev. Joel Lambert has been appointed to fill the vacancies.

VICKSBURG, SHREVEPORT & TEXAS R. R.

From the Vicksburg *Whig*, of the 16th, we take the following synopsis of the report of the chief engineer of the road, made by Mr. N. D. Coleman, president of the Company, and transmitted to the editor of the *Whig* for publication. It will be found interesting, showing, as it does, a clear view of the cost of the three sections of this great enterprise.

Section 1—From Vicksburg to Monroe, 81 miles—

Cost of embankments, trestle-work, bridges, etc	$315,129
Cost of superstructure	567,729
	$882,858

Section 2—From Monroe to Dorcheat, 75 7-10 miles—

Embankment, excavation, bridges, etc.	$549,254
Superstructure	525,675
	$1,074,929

Section 3—From Dorcheat to Texas line, 49¾ miles—

Embankment, trestle-work, bridges, etc	$402,902
Superstructure	350,450
	$753,352
Total—Section 1	$882,858
" 2	1,074,929
" 3	753,352
	$2,711,139
Motive power, cars, etc	258,800
Station buildings, etc	75,400
Engineering expenses and contingencies	100,000
Total	$3,145,339

Amount of trestle-work on first section is six miles and a half. On section two, is less than one mile. On section three is six miles and three quarters—less than fourteen miles on the whole route of two hundred and six and three quarter miles.

Bridges are necessary at Tensas river, Macon river, Bœuf river, and at Dorcheat. The Ouachita and Red rivers will be passed on steam ferry boats.

The embanking on section one amounts to 1,657,290 cubic yards, excavations, 25,575 cubic yards, at 15 cents.

The embankment or earth work on section two, amounts to 3,610,000 cubic yards, and 51 culverts.

The embankment or earth work on section three, amounts to 1,565,748 cubic yards, and 32 culverts

The Legislature has passed a bill authorizing, on behalf of the State, an immediate subscription for 32,000 shares of stock in this road; which, at $25 per share, equals $800,000—one fifth of the capital stock.

Wheeling Extension of the Wellsville Road.—The stockholders of this road held a meeting on the 10th inst., at Wellsville, for the purpose of organizing the Company agreeably to the requirements of the charter.

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILWAY COMPANY.

At a meeting of the stockholders of this Company, held at New Orleans, March 2, 1853, several amendments to its charter were adopted. Among them are the following:

The capital stock is increased to $6,000,000, in shares of $25 each.

The words "to or near Thibodeaux," in the preamble to the charter of this Company, are stricken out, and "to the Bayou La-Fourche" substituted; to the end that a more direct line might be secured.

The election of directors shall, after the first Monday in February next, be annual.

A representation of three fourths of the capital stock of the Company shall be necessary at all meetings of the stockholders for increasing or diminishing the capital stock, or for any of the purposes enumerated in the 5th section of the act of the Legislature, entitled, "An Act for the organization of works of public improvement and utility." In all other cases the vote of a majority of the stock shall bind the Company.

The president and directors are empowered to borrow on the credit of the Company such sums of money as may from time to time be required for the general purposes of the Company, provided the amount thus borrowed shall not exceed three fourths its capital stock.—The principal, due on bonds of the Company, may be convertible into stock at any time within five years from the date of said bonds:

The directors can call meetings of the stockholders at any time by previous notice of thirty days.

The duration of the charter shall be fifty years, or as much longer as the Legislature may authorize.

Danville and Lexington Railroad.—The Gauge Question.—We learn that at the meeting of Directors, and parties interested in the question at Danville, a few days since, the *gauge question* was settled in favor of the Cincinnati route; that is, the *gauge* of the Danville road was fixed at the same width with that of the Covington and Lexington Railroad. This matter is of great importance to the railroad interest, and some to the commerce of Cincinnati. It determines the point at once, that all the Southern roads connecting at Danville will have their gauges and business connections adapted to Cincinnati, or more immediately, Covington.

Such, we understand also, to be the real desire of the people on the McMinnville route, and we should suppose, (although hints have been given to the contrary,) of the people of Knoxville. The existence of such an immense capital and demand, as now exists at Cincinnati for all the country productions, renders it now the best market of the West.

NORTHWESTERN OHIO RAILROAD.

We see that the citizens of Seneca, Hancock, Allen, and Auglaize counties are awaking to a knowledge of their railroad wants; and that preliminary steps have been taken to construct a road from Fremont, Sandusky county, via Rome, in Seneca county, and Findlay, to Lima, Allen county, where it will intersect the Dayton and Michigan Road; with a view, also, of ultimately continuing the line via St. Mary's, Auglaize county, to Union, on the State line of Indiana, and connect with the great system of roads which must eventually center there.

When this road shall be put under contract, and all doubts of its completion dissipated, the citizens of Sandusky will at once see the necessity of connecting that city with Fremont direct, thus opening a through connection with the Indiana roads at Union.

The citizens of Findlay, and Hancock Co. generally, are very energetic in all they undertake, and will put their shoulder to this movement with their usual promptitude, and urge it through. It will give them all the the connections they need; while at the same time, Allen and Auglaize counties will by this route obtain direct communication with the Lakes.

The San Antonia and Mexican Gulf R. R.—Texas.—The Board of Directors of this Company, some time ago, appointed a committee to examine and report on the proposals of interested parties in towns and town sites deemed suitable for the terminus of the road on the Gulf coast. The committee have reported in favor of the settlement on the northeastern end of Matagorda, or St. Joseph's Island, known as Saluria, as the most suitable point for the terminus. Saying of this point, that "the greater depth of water and superior advantages, as a sheltered harbor for vessels of every class, in all seasons, give it claims superior to all other points on Matagorda Bay, and entitle it to be considered, at no distant day, the emporium of Western Texas."

The committee are in favor of a connection with La Vaca, for the following assigned reasons:

"By commencing, for the present, the work at or near La Vaca, the road is brought 11 miles nearer this city than it can be by commencing at any other point on the coast. Possessing, as it does, a sheltered harbor for all vessels capable of entering its bay, and affording a sufficient depth of water for vessels drawing seven feet; these considerations, in connection with the liberal aid tendered by those interested at that point, induce your committee to suggest the propriety of deflecting the proposed line of road from Saluria, so as to strike the waters of the Bay at or near the town of La Vaca.—*Ex.*

☞ A man named Jacobs has been convicted at New London, Conn., for placing obstructions on the rails of the Willimantic Railroad, and sentenced to eight years imprisonment in the State prison. A well merited punishment for such malice.

MICHIGAN---NEW RAILROAD.

We learn from our exchanges that the people of Port Huron are about securing a road across the State to terminate at their town. A convention was called to meet on the 4th inst. to consider the subject. The circular calling the convention says: "Of through travel, this road would command a full share, because of its superior position, it being a part of the most direct line that can be drawn between the great cities east and west. The shortest route from Chicago to the East is through Canada. London, in Canada, is a common point for the two great rival routes. It is thirty miles nearer from Chicago to London via Port Huron, than by Detroit—and one hundred and fifty-one miles nearer from Milwaukie. It is seventy miles nearer from Milwaukie via Port Huron, than it would be by the projected 'Oakland and Ottawa Railroad.'"

This is one of the *air-lines* now so much in vogue. It is to commence at Port Huron, opposite Sarnia, the termination of the Grand Trunk Railway of Upper Canada, mentioned in our last number, and crosses the State westwardly to Grand Haven, on Lake Michigan, opposite Milwaukie. When completed, this line will unquestionably command a large travel, and open a market for the central portions of the State.

WELLSVILLE AND ERIE RAILROAD.

A meeting was held on the 29th of March, at Wellsville, Ohio, for the purpose of considering the propriety of extending the Erie and Pittsburgh Railroad to Wellsville.

Resolutions were adopted setting forth the utility of such a connection, and delegates appointed to attend a convention to be held at Darlington, Pennsylvania, (where the road would branch from the main line in Pennsylvania,) for the purpose of taking the preliminary steps to organize the Company.

The object of this road is to open a communication with Lake Erie, via Fredericktown, O., Darlington, Pa., and the Erie and Pittsburgh Road. The distance within Ohio is about 14 miles, of which the first six is a grade of 66 feet to the mile, and the next 8¼ is a grade of 40 feet to the mile. The first portion of the line must cross four streams at some elevation; the remainder is along the hill side, over ground well adapted to railroad construction, except some three quarters of a mile, where the width of the road will have to be cut off the face of the rock. The curvatures are easy throughout. The gauge will be six feet, to correspond with the Erie and Pittsburgh Road.

Its friends view it as a very important link in the *uniform gauge* connections of the East and West; and think it can not but be profitable.

Lexington and Big Sandy Railroad.—The Mt. Sterling, Kentucky, *Whig*, of the 29th ult., makes the following mention of the progress of this work, the location of which will be begun this week: "The directory of the Lexington and Big Sandy Railroad met at their office on yesterday, for the purpose of hearing from the various surveys and subscriptions upon the road, and to agree upon a *location* of the line. Mr. Peabody will take charge of the party that will commence the location of the western portion of the route, beginning at Lexington. Mr. Hilton, a gentleman who comes highly recommended as a gentleman and engineer, will command the party which will commence at Licking river, and run westwardly, meeting Mr. Peabody. Mr. Mitchell will begin at Licking river and run eastwardly, meeting Mr. Claude, who will commence at the Big Sandy and run westwardly. Mr. Hilton is the only gentleman that has not been engaged upon the route — All the others have already proved themselves, and there is no doubt as to his and their competency.

Vincennes and Terre Haute R. R.—The Board of Directors have finally located this road over the route known as the "Carlisle," or Eastern survey, which was deemed the best for the interest of the road, and ordered the whole, 56½ miles, to be put under contract as soon as the requisite amount of stock shall have been subscribed, which will probably be within a few days, as subscriptions are coming in encouragingly. The citizens of Carlisle pledged themselves for $30,000. Sullivan county also did well.

The extension of this road from Terre Haute to Crawfordsville, a notice of which was given in one of our early numbers, is now being surveyed, and will be under contract by fall; large subscriptions having been already made along the line, sufficient to complete the work probably.

☞ We learn from the Sandusky *Register* that the M. R. & L. E. R. R. Co. is in receipt of another of its "Lightning" Locomotives, from the Patterson Works, New Jersey. It is a twenty-three ton engine, with 5½ feet drivers, similar to the "Berwick," noticed a few days since, and is called the "Patterson." The Berwick has surpassed the expectations of all in her capacity for speed. She is able to haul her train at the rate of a mile per minute, which is fast enough "for this climate."—*Ex.*

New York Central Railroad.—The consolidation of the various companies composing this road took place on the 2d inst.—It is now one entire connected line from Buffalo to Albany, running through without change of cars.

Junction Ohio R. R.—Injunction Dissolved.—As the mixing up of the Port Clinton Railroad with the Junction Road in this matter has caused some confusion in understanding Judge McLean's decision, we give the following facts in the case: The Junction Road, as originally chartered, was to run westwardly through Fremont, but upon a survey being made, it was found that it would be some ten miles shorter to cross the Sandusky Bay to Port Clinton. The directors, however, fearing just what has occurred, *i. e.* that those interested in having the road go by way of Fremont, would ask for an injunction to prevent the bridging of the Bay—organized a company under the general railroad law of this State, under the name of the Port Clinton Company, and contracted for the construction of the same, crossing the Bay under the charter of this latter company, which has been decided valid—and under this charter the Junction Road will cross the Bay.

The New Orleans, Jackson and Great Northern Railroad, of which Mr. James Robb, of New Orleans, is President, made its first annual report on the 11th ult. The disbursements and liabilities of the Company amounted to $254,424 33; its receipts and dues to $341,808 50; the cash balance on hand being $87,384 25.

The total capital of this Company is fixed by their charter just adopted by the legislature, at $8,000,000. To this there have been subscribed by the city of New Orleans, in its corporate capacity, $2,000,000; and by individuals of the city $647,750, making a total of $2,647,750: which, less $159,225 reduction under the railroad tax law, leaves the present aggregate subscription, public and private, of New Orleans at $2,458,525.

The State is to subscribe $1,600,000, but this amount is to be regulated by a scale of individual subscriptions. This important work is considered to be in a fair way toward completion.

Indianapolis and Bellefontaine R. R.—The misunderstanding heretofore existing between the Madison and Indianapolis and the Indianapolis and Bellefontaine Railroad Companies, in relation to running on the Bellefontaine Road, has been settled to the satisfaction of both companies. The Indianapolis and Bellefontaine Company will hereafter run their own cars on their own road, the Madison Company having given entire possession.

Lexington and Danville Railroad.—On the 3d inst., the stockholders of this Company held their annual election for Directors. J. T. Boyle, Esq., was re-elected President of the Company, thus evincing their high appreciation of his ability and zeal.

Miscellaneous.

STEAM FIRE ENGINE.

(Continued from No. 10, page 153.)

We can not learn that Captain Ericsson's plan for a steam fire engine was ever acted upon; whether it was found inapplicable in practice, or from what cause it was allowed to drop.

The continued heavy losses by large conflagrations, and the numerous disturbances among the companies comprising the fire department in the city of Cincinnati, rendered some radical change necessary, both in the department itself—though as efficient as that of any other city—and in the mode of extinguishing fires. From this necessity resulted the construction of the

CINCINNATI STEAM FIRE ENGINE,

and the substitution of a paid, for the volunteer fire department, made eminently practicable by the increased efficiency of the steam engine, and the consequent necessity for a much less number of hands.

The engine was constructed by Messrs. Latta & Shawk, machinists of our city; and will long remain as a monument of their skill and enterprise.

We regret that we have not been able to get a cut of the engine, to enable it to be better understood and appreciated; but our application to the builders for drawings and specifications of it were not successful; we hope soon to procure one, however, when we shall enter more fully into the details of its construction; at present we shall only give a few general ideas as to its capacity and performances.

In shape, it is not unlike an ordinary locomotive, except that it has but *three* wheels; the front one being upon a pivot in the center of the fore part, and is thus placed to facilitate short turning, as well as to prevent any straining of the machinery by tilting of the wheels when crossing gutters, or other rough places obliquely.

It is of 80 horse power; and has the capacity of six of the largest hand engines, having double cylinders and force-pumps, one on each side. It can throw from one to six streams at the same time,—three from each side—and, when necessary, can *send a stream of steam* into a closed apartment, sufficient to stifle any flame, with comparatively trifling damage by water.

It has two six-inch suction hose to supply the water; and can discharge 1800 barrels of water per hour. It has thrown water through an inch and three quarter nozzle, in a solid body, 240 feet, and 291 to where the spray fell; and has also thrown a stream through 1200 feet of hose, with one inch and a quarter nozzle, over a four story house.

Steam has been raised and the engine put in operation in three minutes and forty-five seconds from the time the fire was lighted; it is seldom that more than five minutes are required. At a fire on Eighth street, near Sycamore, six squares east of the location of the engine house, it was in position and at work within *eight* minutes from the time the alarm was received at the house, and threw six streams of water for six consecutive hours.

At the fire on Fifth street square, owing to some delay in getting a location, it did not get to work under *ten* minutes, and again threw six streams for six hours unceasingly.

At a fire on the corner of Main and Fifth streets, it took up a position some distance off, and forced two streams of water through 1200 feet of hose; using only two streams for want of hose.

We could give numerous other evidences of its capacity and complete success, but want of space compels us to omit them.

Its weight is upward of five tons, much heavier than is necessary, as has been proven since its completion; equally effective machines can now be made at something like half the weight and expense. It is drawn by four horses, though it has gearing by which the hinder wheels can be driven, either together when ascending a hill, or singly when turning a corner; its speed down hill can be checked, when necessary, by reversing the engine; it has safely and easily descended and ascended the steep grade of Western Row at the river, when covered with ice; thus demonstrating its efficiency as a self-motor, even under unfavorable circumstances.

The diameter of the wheels is four feet six inches. These wheels have brass hubs with hickory spokes and felloes; width of tire of hinder wheels, $5\frac{1}{2}$ inches; front wheel eight inches.

The width of the machine from outside to outside is nine feet; total length, 18 feet; which is divided into three nearly equal copartments. The first, over the front wheel is occupied by a copper tank about five feet square and two feet six inches high, capable of containing a supply of water sufficient for the use of the engine for one hour; on each side of this tank are the air condensing vessels, immediately over the delivery pipes,—three on each side—above the force pumps.

In the second, or center department, immediately behind the tank, is the *doctor*,—placed crosswise, and occupying but a comparatively small space—which operates this powerful machine; a piece of mechanism displaying great ingenuity and skill in its construction; the engineer has his station also in this copartment.

The third department contains the boiler and furnace, with a platform, surrounded by a railing, in the rear for the fireman; and directly in rear of the boiler is a rack to hold a supply of fuel. This boiler is not by any means the least scientific portion of the whole affair. It is square, and within a space of *four* feet, contains no less than 800 feet of heating service, in the form of gas pipes, varying in size from one to two inches — the smallest size being nearest the fire. This arrangement explains at once how it is that steam is so rapidly made; and by another arrangement the steam generated in these pipes operates the doctor until the water in the boiler becomes heated. In rear of the boiler, and above the furnace doors, is the axle-tree of the hinder wheels, with the coupling apparatus attached. The hight of the engine from the ground to the top of the boiler is eight feet six inches; to top of chimney, 15 feet.

The hose carriage is separate, and is attached to a wagon which accompanies the engine, carrying an extra supply of fuel. The complement of men for the engine is four, for the hose department, ten; all of whom sleep in the engine building or the immediate neighborhood. The horses are kept ready harnessed close at hand. On starting, the great weight of the engine makes it a heavy pull; but as soon as steam is generated, power is applied to the driving-wheels, and the labor of the horses is comparatively light; they always move at a trot. When arrived at a fire, the engine is placed in position, the tongue instantly uncoupled, and the horses led to one side, until ready to return to the engine house.

We have given such particulars as we have been able to collect by inquiry, and such as would be likely to be comprehended without an illustration. We are indebted to Mr. A. B. Latta, the projector, and to his brother, Mr. F. Latta, the engineer, for such items as we have given. This being a first experiment, many improvements have doubtless suggested themselves to the projector, which will be applied to any that may be constructed in future.

The construction of this engine was prosecuted under somewhat discouraging circumstances; strong doubts of its practicability were entertained by those conversant with engines; and some even prophecied its total failure. But its unqualified success, surpassing the hopes of its most sanguine friends, has satisfied the most skeptical; and it is now regarded as indispensable to the safety of our city. Our citizens feel not a little proud that, although thousands of dollars have been expended in similar experiments, Cincinnati possesses the first really effective steam fire engine in the United States, and probably not equaled in the world. And well may they be proud of it; for costly as has been the experiment, yet has it already by its efficiency saved many times its cost. When brought to bear upon fires, it is tireless, and never for a moment ceases its operations, but hour after hour pours stream upon stream, a perfect deluge of water which no flames can withstand.

When our city shall be supplied with these engines, as is the intention, and shall fully and thoroughly organize the necessary fire department upon the pay system, abolishing all hand engines, we shall hear of but few extensive conflagrations within our city limits; nor will the expense of such a department exceed, if it equal, that of the old volunteer system.

We trust that our city authorities will proceed without delay to have the requisite number of these engines constructed; the interests of the city call loudly for them.

We omitted to state that the cost of this engine was $10,000, with the right to the city to manufacture as many more as were needed for its use.

OPERATIONS OF THE MINT.

E. C. Dale, Esq., Treasurer, reports the following operations of the mint at Philadelphia for the past month:

COINAGE FOR APRIL, 1853.

GOLD.

796,325 pieces	$5,305,080 00

SILVER.

39,000 dollars	39,000 00
1,210,020 quarters dollars	302,505 00
560,010 dimes	56,001 00
430,020 half dimes	21,501 00
3,035,375 pieces	$5,724,087 00

COPPER.

214,614 cents	2,146 14
73,080 half cents	365 40
3,323,069 pieces	$5,726,598 54

GOLD BULLION DEPOSITED

From California	$4,736,000 00
From other sources	30,000 00
	$4,766,000 00
SILVER BULLION DEPOSITED	2,550 00

GOLD DEPOSITS.

January	$5,071,669	$4,161,688	$4,962,097
February	3,004,970	3,010,222	3,548,523
March	2,880,271	3,892,156	7,533,752
April	2,878,353	3,091,037	4,766,000
	$13,835,263	$14,155,103	$20.810,372

MONEY MATTERS.—The Washington correspondent of the *Courier and Enquirer* gives the following as a correct statement of the redemption of United States stocks from January 1 to April 9, 1853:

Loan of 1842—		
Coupons		$12,000 00
Transferable		155,495 60
		$167,495 60
Loan of 1843—		
Coupons	$126,000 00	
Transferable	760,100 00	
		886,100 00
1846		670,000 00
1848		94,839 00
Total		$1,818,434 60

The loan of 1843 is all redeemable July 1, 1853, after which period interest stops upon it. January 1st, the amount of this stock outstanding was six and a half millions.

MR. HAMMOND HOWE'S NEW BRIDGE.

Last week we had the pleasure of examining a beautiful model of Mr. Hammond Howe's bridge for the passage of rivers. This bridge is not like either Long's or Howe's patent; but combines the advantages of both with some others. Its principle is that of lattice braces, so arranged, however, as to constitute in fact an *arch*. If the lower timber be sufficiently strong to sustain the *feet* of the long cross bars, then the bridge has all the strength of an arch, the cross timber being, in fact, sustained by the arch itself.

A vast deal of ingenuity has been expended in inventing bridges, and some of them, such as Long's, Remington's, &c., are admirable for certain purposes. But each model has its own peculiar adaptation. We are inclined to think Mr. Howe's plan the best for the passage of rivers of considerable breadth. These things, however, can only be tested *in practice*, and we hope Mr. Howe may have an opportunity of building a bridge of his plan on a large scale.

ARTESIAN WELL.

Mr. Belcher, of St. Louis, has been for some years engaged in boring an Artesian well to supply his extensive sugar refinery with other than limestone water. The well was commenced in 1849, and has now attained the depth of 1,590 feet. The boring still progresses night and day, the hands, six in number, relieving one another at regular watches. The iron sinker with which the drilling is effected, is 34 feet in length, 2½ in. in diameter, and between 700 and 800 pounds in weight. It is attached to poles generally about 30 feet long, that are screwed to each other to extend to the full depth of the well. The whole is moved by a "doctor," worked by the boilers used for the refinery of sugar. At the depth of 1,590 feet, a pretty copious stream of sulphur water issues from this well.

We add from the St. Louis Republican an interesting statement of the different stratas, &c.:

1st. Through limestone 28 feet; 2d, shale 2; 3d, limestone 231; 4th, chertz rock 15; 5th, limestone 74; 6th, shale 30; 7th, limestone 75; 8th, shale 1½; 9th, limestone 38½; 10th, sandy shale 6½; 11th, limestone 128½; 12th, red marl 15; 13th, shale 30; 14th, red marl 50; 15th, shale 30; 16th, limestone 119; 17th, shale 56; 18th, bituminous marl 15; 19th, shale 80; 20th, limestone 134; 21st, chertz rock 62; 22d, limestone 138; 23d, shale 70; 24th, limestone 20; 25th, shale 56; 26th, limestone 34; 27th, white soft sand-stone 15 feet.

The well was first commenced, we understand, as a cistern. From the surface of the ground, where it is fourteen feet in diameter, it has a conical form, lessening at the depth of thirty feet, to a diameter of six feet. Thence the diameter is again lessened sixteen inches, until the depth of 68 feet from the surface is attained. From that point it is diminished to nine inches, and this diameter is preserved to the depth of 457 feet. Passing this line, the diameter to the present bottom of the well, is three and a half inches.

The lowest summer stand of the Mississippi river is passed in the first strata of shale, at a depth of twenty-nine or thirty feet from the surface. The water in the well, however, is always higher than the water line of the river, and is not affected by the variations of the latter. The first appearance of gas was found at a depth of 466 feet, in a strata of shale one and a half feet thick, which was strongly imbued with carbonated hydrogen. When about 520 feet below the surface of the earth, at the beginning of a layer of limestone, the water in the well became salty. The level of the sea—reckoned to be five hundred and thirty-two feet below the city of St. Louis—was passed further in the same layer. Two hundred feet lower still, in a bed of shale, the water contained 1⅞ per cent. of salt. At a depth of 950 feet, a bed of bituminous marl, 15 feet in diameter, was struck. The marl nearly resembled coal, and on being subjected to great heat, without actually burning, lost much of its weight. In the strata of shale which followed, the salt in the water increased to 2¼ per cent. The hardest rock passed was a bed of chertz, struck at a depth of 1,179 feet from the surface, and going down 62 feet. In this layer, the salt in the water increased to full 3 per cent. The boring at present is, as appears by the statement above, in a bed of white soft sand rock, the most promising that has yet been struck for a supply of water, such as is wanted.

Observations have been made with a Celcius thermometer of the temperature of the well. At the mouth of the orifice, the thermometer marks 50 degrees; at the depth of 45 feet, the heat is regular, neither increasing nor diminishing with the variations above, and at the distance of 1,351 feet, the heat has increased to 69 degrees. The calculations in the books give an increase of one degree in the temperature for every additional 100 feet of depth, so that at the depth of 5,000 feet, the heat is supposed to be so intense as to melt iron.

The Artesian well of Mr. Belcher is already one of the deepest in this country; it is considerably past half the depth of the celebrated Artesian well in Westphalia, Germany, which is sunk 2,385 feet. If the recent indications do not deceive, a supply of sweet pure water will be obtained soon.—*Ex.*

BURNING MOUNTAIN.—That portion of the Broad Mountain, called the "Fiery Mountain," from the fact of the Anthracite coal at that point being on fire—which has been burning for the past fifteen years, is situated about five miles from Minersville, and fifteen from Schuylkill Haven, Pa. It is now considered a very dangerous experiment to travel over the mountain, as it is supposed that in many places the surface is a mere superficial crust or shell, the coal having been consumed up to the surface, and hence the least pressure thereon, it is presumed, might break through and let the adventurer down into the fiery chasm below. At the base of the mountain in one place, a stream of water almost boiling hot, comes out. The surface of the mountain presents a desolate appearance, as far as the eye can reach.

☞ The Detroit *Tribune* has a long article on the subject of a proposed air-line road from Detroit to St. Louis, and says the road will certainly and speedily be built. It will prove a strong competitor of the Toledo and Wabash Valley Railroad.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	95	96
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	102	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	90	95
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	120
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible 1862			97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	90	92
Frankfort and Lexington	1st " "	6			
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	97
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	102	103
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	93	94
Do do	2d " "	7		85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Mansfield and Sandusky	1st "	7	1860	84	87
Do do	2d "	10	1853–7		
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st "	7		87	90
Michigan Central	No mortgage, convertible	8	1860	114	116
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	103	105
Do Southern	1st " " "	7	1860	104	105
Milwaukie and Mississippi	1st " " 1857	8	1862	101	102
New Albany and Salem	" on 1st section	10	1858–62	108	109
Do do	1st " on other sections, convert.	8	1864–75	96	97
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	119	120
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	100	101
Northern Indiana	1st mortgage, not convertible	7	1860	101	102
Do do	2d "			93	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	104
Ohio and Indiana	1st " "	7	1867	97	98
Ohio and Pennsylvania	" "	7	1865–6	108	109
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	125	127
Parkersburgh	" Guar. City of Baltimore	7		103	104
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st "	7			
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Steubenville and Indiana	1st " "	7	1865	93	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	80	81
Bellefontaine and Indiana	50	99	101
Chicago and Rock Island			
Cincinnati Hamilton and Dayton	100	106	106½
Cin. Wilmington and Zanesville		60	80
Cleveland, Columbus and Cin	100	125	126
Cleveland, Painesville and Ashtabula.			
Cleveland and Pittsburgh	50	101	102
Columbus and Lake Erie	50	55	70
Columbus and Xenia	50	116	117
Covington and Lexington	50	70	71
Dayton and Miami			
Dayton and Western	50	75	80
Eaton and Hamilton	25	70	73
Galena and Chicago Union	100		
Hillsboro' and Cincinnati	50	73	78
Illinois Central	100	130	135
Indiana Central	50	85	90
Do do 10 per cent	50	87	90
Indianapolis and Bellefontaine	25	97	99
Indianapolis and Lafayette	50	72	75
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	87	90
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	122	123
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	91	92
Madison and Indianapolis		102½	103
Marietta and Cincinnati		55	70
Maysville and Lexington		60	
Michigan Central		114	115
Michigan Southern		130	131
New Albany and Salem	50	58	62
New York and Erie	100	89	90
Northern Indiana		130	131
Ohio Central	50	95	100
Ohio and Mississippi	50	90	92
Ohio and Pennsylvania			
Panama		120	122
Pennsylvania	50	100	101
Peru and Indianapolis	25	66	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	65	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		105	108
Toledo, Norwalk and Clevelad'n		108	110

STOCK TABLE.

CORRECTED WEEKLY.

	OFF'D.	ASK'D.
Government Securities.		
U. S. Loan, 6s, 1856	108	109
Do 6s, 1862	114	115
Do 6s, 1867	120	120½
Do 6s, 1868	119½	120
Do 5s, 1853, (int. ceases July 1)	101	101½
Do Coupons, 1862	115	116
Do " 1868	120¼	121
Do " 1853	100	101
State.		
Alabama 5s	90	95
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110	111
Do 7s		
Illinois Canal Bonds, 1860	97	100
Do do 1860, registered	107	110
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	91	92
Do Interest do	62	63
Indiana 5s	97	98
Do 2½s	54	55
Do Canal Loan 6s	96	100
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	16	18
Do do do 5s deferred	9	10
Kentucky 6s, 30 years, 1871	109	110
Do 6s, 15 years	105	107
Do 6s, large bonds	107	109
Do 5s	93	95
Michigan 6s	102	105
Ohio 6s, 1856	104	105
Ohio 6s, 1860	108	109
Do 6s, 1870	114	115
Do 6s, 1875	115	117
Do 5s, 1856	101	102
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	96	97
Tennessee 6s, new loan	107	109
Do 5s	95	96
Virginia Coupons, 6s, 1886	109	110
City Securities.		
Philadelphia 6s, 1876–90	105	106
Baltimore 6s, 1870–90	106	107
Do 5s 1865	92	92½
Boston Bonds, 5s, 1860	101	102
Albany 6s, 1867–9	106	107
Cincinnati 6s, 1860	103½	104
Do 6s, 1897	104	105
Do 5s of 1884	86	87
Do W. W. 6s, 1865	103½	103½
Lawrenceburgh, Ia., 7s	80	90
St. Louis 6s, 1870	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	96	97
Do coupons, 1883	101	102
Allegheny 6s, 1872	93	94
Wheeling 6s, 1872	107	108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99	100
Memphis 6s, 1882	88	90
New York 7s, 1857	107	108
Do 5s, 1858–60	100	101
Do 5s, 1870–5	103	104
Do 5s, 1890	104½	105
Richmond 6s, 1882	93	94
Dayton, O., 7s, guar'd by Mad R. R. R. 1861,		
County Bonds.		
St. Louis 6s, 1866	98	100
Do 7s, 1871	107	108
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	97	99
Guernsey, O., 7s, 1862	97	99
Darke, O., 7s	92	98
Banks.		
OHIO.		
Ohio Life Insurance and Trust Co	103	104
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Brancher		
KENTUCKY.		
Bank of Kentucky and Branches	110	112
Northern, and Branches	115	117
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	102	105
Newport Safety Fund Bank	97	100
Commercial Bank of Kentucky		
INDIANA.		
State Bank and Branches		
MISSOURI.		
State Bank and Branches		
TENNESSEE.		
State Bank and Branches		
Union	98	100
Planters'	95	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem.	¾prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	½prem.	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	par.	¼prem.
Do	90 days	int. & 1¼ off.	——
Do	60 days	int. & 1 off.	——
Do	30 days	interest off	

SPECIE.

GOLD.			
California, ℔ oz	$17 55	@	$17 65
Spanish Doubloons	17 10	@	17 20
Patriot Doubloons	16 10	@	16 20
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 00	@	1 06¼
Portuguese gold	1 00	@	1 01
SILVER.			
American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 06	@	1 09
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97

LAND WARRANTS.

	Off'd.	Ask'd.
60 acre warrants	$164	$168
80 acre warrants	83	86
40 acre warrants	42	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, May 7, 1853.

1 bond,		$153, Whitewater Canal	13 50
28 shares		Kentucky Trust Co. Bank stock	100 00
50	"	Cincinnati Insurance Co. Stock	no bid.
63	"	Fireman's do do	do
10	"	Ohio and Mississippi Railroad stock	90 00
14	"	Covington and Lexington R. R. stock,	70 75
9	"	Eaton and Hamilton Railroad stock,	71 00
40	"	Lawrenceburgh and Upper Mississippi R. R. stock, 4 months interest to purchaser, not sold, offered	78 75
20	"	Ohio and Indiana Railroad stock, not sold, offered	60 00
4 bonds,		$1000 each, city of Covington, Ky., dated 1835, having 30 years to run, interest at 6 per cent., payable in the city of New York, not sold, offered	88 50
4	"	$500 each, Ohio Medical College, int. 10 per cent., (second mortgage,) not sold, offered	98 50

Wednesday, May 11, 1853.

20 Shares		Cincinnati Coal Mining Company, per share	4 75
60	"	Fireman's Insurance stock, bid	18 50
10	"	Kentucky Trust Co. Bank stock, bid.	96 00
25	"	Hillsboro' Railroad stock, bid.	75 00
10	"	Cincinnati, Hamilton & Dayton Railroad stock	106 50
75	"	Little Miami Railroad stock	123 00
25	"	Mad River and Lake Erie Railroad stock, bid	90 00
90	"	Lawrenceburgh and Upper Mississippi Railroad stock, bid	72 00
35	"	Covington and Lexington Railroad stock, bid	70 50
20	"	Eaton and Hamilton Railroad stock, bid	70 25
7 Bonds,		$1000 each, city of Covington, Ky., dated 1835, thirty years to run, interest 6 per cent., payable in New York, bid	87 75
5	"	$500 each, Ohio Med. College, interest 10 per cent., 2d mortgage	98 00

MONETARY.

In New York, the Money Market continues easy; rates are steady at 6 to 7 per cent. on call loans, and from 7 to 8 on prime paper. Sterling exchange was firm during the week at 109⅝ to 109¾ at 60 days. The heavy amount of American railroad and other securities recently disposed of in England, furnishes a large amount of exchange, and renders the shipment of specie unnecessary.—The *Times* says, under date of 5th inst.:

"The rise in the stock list was nearly, and in several descriptions quite, 2 per cent, without any other apparent cause than that the fall which has been going on for some days was without substantial reason."

The Hudson River Railroad is in the market for a loan of $1,000,000, to complete its double track. The bonds are $1000 each, at 7 per cent., redeemable in 1867, convertible, and have been taken at 90.

Government securities are in active demand for banking purposes.

In Boston, the Money Market is abundantly supplied at rates from 7 to 9 per cent.

In Cincinnati, we have a slight change for the better to note in money affairs. The demand is fully met by the supply, at rates from 9 to 12 per cent. for outside operations.

Exchange we quote without any change from our last report. The stock quotations exhibit but little alteration also, and that mostly for the better.

The new silver coinage is getting into circulation, and is selling at 1 per cent premium on the $100 worth in Philadelphia.

Literary Notices.

Ellet on the Mississippi and Ohio Rivers.—We have received, by the hands of Moore, Anderson & Co., a copy of this most admirable work; one of the most important in reference to its objects, and one of the ablest, in reference to civil engineering, published in this country.

Mr. Ellet has greatly enlarged his already high reputation by the authorship of this work, which proves that we can be original and philosophical, as well as practical, in the useful arts.

Messrs. Lippincott, Grambo & Co., the Philadelphia publishers, deserve the highest credit for the beautiful and excellent typographic execution of the book. Altogether, this is to author and publishers a most creditable book.

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Trains going East,

Will leave Sidney at 6.30 A. M., connecting at Bellefontaine, at 7.45 A. M., with the Morning Train north on the Mad River and Lake Erie Railroad; and at Galion with the Trains north and south on the Cleveland, Columbus, and Cincinnati Railroad, arriving at Cleveland in time for the Evening Trains east on the Cleveland and Erie Railroad, and the Cleveland and Pittsburgh R. R.

Trains going West,

Will leave Cleveland at 9 A. M., on the arrival of the Lake Shore Train; leaving Galion at 3 P. M.; connecting at Bellefontaine with the Evening Train south on the Mad River and Lake Erie Railroad, at 6.20 P. M., and arriving at Sidney at 7.30 P. M.

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May 5-1*

FULTON CAR MANUFACTORY,
CINCINNATI, OHIO.

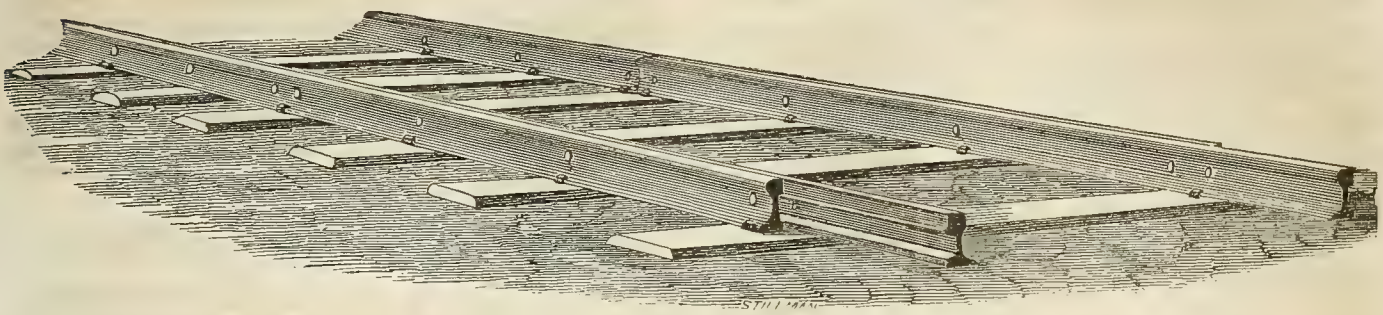


GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Open and covered Freight Cars, four or eight-wheeled Crank and Lever Hand Cars, Trucks, Wheels, and Axles, and Railroad Work generally.
Cincinnati, Ohio, April 14, 1853.—†ap14.

FORGINGS.
AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

GLENDON REFINED IRON.
BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

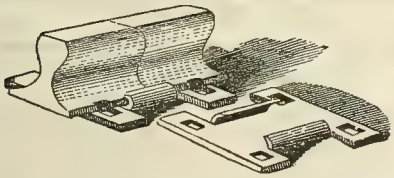
This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Cincinnati Railroad Chair Works.



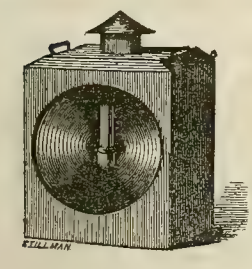
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

Cincinnati, Hamilton & Dayton R. R.



WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House. HENRY O. AMES,
6*mr3 Superintendent.

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

RAILROAD LETTING.



PROPOSALS will be received at our office in Cincinnati, until Wednesday, the 8th day of June next, for the clearing, grubbing, grading, and masonry of the line of railroad from Cincinnati to Cambridge City, Indiana, about 60 miles.

Plan and profile of the road will be ready for examination about ten days before the letting.

The road passing through a dry and healthy country, where supplies are abundant, offers great inducements to contractors. There will probably be one short Tunnel, and the grading and masonry will be heavy. The work to be commenced immediately after the letting, and will be paid for by monthly estimates.

Offers for part pay in stock of the road will be favorably considered. A. DEGRAFF & CO.

Cincinnati, May 12-4t.

NOTICE TO CONTRACTORS.



PROPOSALS will be received at the Engineer's Office of the Cleveland and Mahoning Railroad Company, in Warren, Trumbull county, O., until Tuesday, May 17, 1853, for the grading and masonry of about fifteen miles of said road, from Warren to Youngstown. The line runs along side, or within sight of the State road, and the Pennsylvania and Ohio Canal, the whole distance.

Plans and specifications are now ready for inspection at the office in Warren.

Estimates will be made monthly, and payments in cash.

By order of the Board of Directors.

EDWARD WARNER,
May 5--2t. Chief Engineer.

To Railroad Contractors.



THE Memphis and Charleston Railroad Company offer for contract the grading and masonry on 43 miles of their Road, extending from La Grange, Tennessee, eastwardly.

Bids will be received at La Grange, until May 25, 1853.

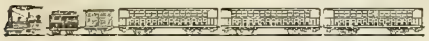
Twelve months time will be given for the completion of contracts.

Payments in cash monthly, with a reservation of 20 per cent. until final estimate.

By order of the Board of Directors.

JAMES F. COOPER,
Chief Engineer.
Huntsville, Ala., April 8, 1853.—ap14-7t.

Notice to Railroad Contractors.



SEALED Proposals will be received by the undersigned, at their office, corner of Main and Court Streets, Cincinnati, until May 13th, 5 o'clock, P. M., for the graduation and masonry of about 20 miles of the Dayton and Cincinnati (short line) Railroad, from Dayton to Franklin. The line will be divided into sections from 2 to 3 miles in length. Estimates made once in each month in cash. Profiles and specifications will be ready for examination on and after the 2d of May.

The balance of the road, about 30 miles, will soon be ready to be put under contract.

FERRELL & DUNHAM,
Contractors for D. and C. (short line) R. R.
Cincinnati April 4, 1853.—ap14-4t

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
mr24 9 and 11 West Second St., Cincinnati.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.

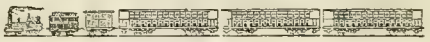


SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the office of the Clinton Line Railroad Company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging, and superstructure of their entire road from Hudson to the Pennsylvania State line.

Plans, profiles and specifications will be exhibited, and all requisite information given at the office of the Company in Hudson, on and after the 10th day of May next.

By order of the Board of Directors.

H. N. DAY, President.
W. B. BRINSMADE, Engineer.
Hudson, March 20, 1853.—ap7-6t

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico .....1200 " ..... Capt. H. Place.
Texas .....1400 " ....Capt. James Lawless,
Perseverance .1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,
In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

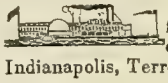
Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to
A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, JR., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—200 kegs Shoenberger's and Wheeling Nails.

For sale by TYLER DAVIDSON & CO.,
†Mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD, AMBROSE W. THOMPSON,
JACOB L. FLORANCE, WM. M. GODWIN,
LAWRENCE JOHNSON, GEORGE M'HENRY,
BENJAMIN W. TINGLEY, PAUL B. GODDARD,
JAMES DEVEREUX, OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce butiness only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

B. BARTLETT. H. A. BICKNELL.

B. BARTLETT & CO.

COMMISSION MERCHANTS,

No. 28 West Front Street,

CINCINNATI, O.

OILS, SPTS. TURPENTINE, & COTTON.

We are prepared to supply for

RAILROADS, STEAMBOATS,

AND

Machinery Generally,

Machinery Oil, Robbins Patent, at $0.50 per gal
Pure Sperm Oil, at $1.50 per gallon.
Lard Oil, No. 1, at 80 cents per gallon.
Lard Oil, No. 2, at 70 to 75 cents per gallon.
Neat's Foot Oil, at 70 cents per gallon.

The Machinery Oil remains

Liquid in the Coldest Weather.

On Railroads and in Machine Shops it is commonly used with Lard Oil, Tallow Oil, or Neat's Foot Oil; on car boxes (close boxes) it will answer without a mixture quite as well as Sperm or Lard Oil. Comparing its price with all other Oils, it is the most economical lubricating Oil in use.

Also on hand,

Linseed Oil, Alcohol,
White Lead, Spts. Turpentine.
Castor Oil, Candles, etc. †mr17

SOLID HUB CAR-WHEEL,

Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

HOLLIDAYSBURG, PA., March 7, 1853

We, the subscribers, have been using Kelly & McLanahan's solid hub Car Wheel, manufactured at Gaysport Foundry, Blair Co., Pa., during the past two years, and recommend it as the best chilled, strongest, and most durable wheel used on the Allegheny Portage Railroad; and equal, at least, to any used on any other road.

David Watson, for Pennsylvania and Ohio line Wm. M. Lloyd, for Union line; Henry Lloyd for D. Leech & Co's line; Thomas Bingham, for Bingham's line; R. M. Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

KELLY & McLANAHAN,
mr24*6 Hollidaysburg, Pa.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIRS,

No. 64 Second St., one door west of Broadway
†mr10

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

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AND

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No. 12. CINCINNATI, THURSDAY, MAY 19, 1853. Vol. 1.

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E. D. MANSFIELD, Editor.

For Terms, see last column last page.

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Notice to Railroad Companies.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

LIMITATION OF THE NUMBER OF R. R'S.

ARE THERE TOO MANY?

In our last number, we stated the general principles which must determine the limits in the *number* of railroads, or rather of miles of railway. We propose to pursue this subject a little farther; for it is one of immense importance, not merely to stockholders, capitalists, and to bondholders, but to the whole country. While the actual construction of railways is beneficial to the community, whether profitable to stockholders or not, as a general proposition; there are, nevertheless, to this as to all propositions, exceptions, or rather *limits*. Here there are *two* such limits. A railway is, in itself, a work of *utility*—a benefit to those who are employed in its construction, or can use it in transportation. But suppose this railway is constructed on a comparatively useless route, and that in consequence of this, other railways are made nearly parallel with that which performs the work that was intended to do, and thus leaves it, like a stranded vessel, without movement. Such is the case with the Housatonic Railway, whose business is nearly destroyed by the Naugatuck Railway on one side, and the Harlaem on the other. Suppose, again, a more general case even than this, that so many railroads are made, that some of them become bankrupt, and by their failure cause that of others, and thus result in a general commercial disaster. This is another limitation to their profits. We have said, however, that this is a remote probability, not much to be feared. But, if works are to be undertaken and carried on, as *some* are that we know of, there might be some severe shocks given to railroad credit. We will give three examples, now before our eyes, without naming the roads, and without having any personal interest for or against them.

Railroad A. B., on a good route, in a rich country, was undertaken and has been finished, with a prospect of good business; but the annual report of the directors, (which is all we know of the matter,) shows, that of the *actual cost* of the work, not more than 15 per cent. was *bona fide* stock, held by the original subscribers. This must be acknowledged a very *narrow* margin; yet, in this condition, the company has undertaken to make a *branch*, almost as long as the original road. It *may* turn out a good speculation; but in a time of commercial embarrassment, the bondholders would probably have to take the road.

Again: Railroad C. D. is with great difficulty and trouble, made to a point—not very far—where it can be run and made profitable. But it is done on *bona fide* stock of 33 per cent. The residue of cost, being in the form of outstanding *debts*. At that point, however, and before the road pays anything, the directors are seized with the laudable ambition of making a great *through* route. They know there is another railway, nearly on the same route, whose prospects of business are much better than theirs. But why should their ambition be curbed by such small obstacles as the want of money, and the want of prospective business! Luckily their financial genius is equal to their ambition. Their strength rises from their weakness. Neither Lombard nor Wall Streets are yet run out. "Give us *margin* enough," says the commission broker, "and make no inquiries into contingencies." The first operation of the directors of C. D. Railway, is to issue *stock* at 66 cents on a dollar to pay debts with, and the second to get *new* stock subscribed at 69 cents on a dollar. Thus the company realizes, as the ingenious directors say, $1,050,000, by receiving money and promises for $719,000! They have really *lost* $331,000; but according to their arithmetic, they have made a million and fifty thousand! Then another large lot of stock is set down to contractors, the said contractors not really paying a solitary dollar, but expecting to make the whole of their stock in profits out of the company. But the great performance remains to be described. *This*, according to the philosophy of the C. D. directors, is a *basis* on which to procure loans! The basis is the small end of an inverted pyramid. Thus, $100 bona fide stock *begets* $200, at 66 cents on a dollar for debts; and the two, $300, are a basis for $500, at 69 cents on a dollar, and these three, viz: $100 real, $200 at 66, and $500 promises at 69, make a *basis* for Wall Street to stand upon, while the *through* road goes through!

Take another example. Railroad P. Q. is to run 200 miles, on a really excellent location. A corporation or two *promised* to pay a portion of the stock, and we doubt not will do all they undertake; but not one shovel full of earth has been taken out. An agent goes to London and borrows several millions,

and with that the road is to be made. In this instance, there is literally nothing to mortgage, but the map of the road to exist *in future.*

These are actual examples of what is going on around us, and we believe, should "times" (as they say,) continue favorable, (and they are likely to be so,) these railways will all be made on exactly the *basis* we have described. We give them, however, as illustrations of the great and almost indefinite *expansion* of credits given to works, which, as yet, depend almost wholly on credit, and whose prospects are, till finished, quite uncertain.

The cases we here put, merely exemplify *exceptions.* The general question of how *many miles* of Railroad may be made, with benefit to the country, still remains. In our last article, we gave the conclusions warranted by past experience, in regard to Ohio and Indiana. We have room here to give only a mere general conclusion based on the same facts.

In 1851, the latest period to which *complete* returns have been made, the statistics of railroads in Massachusetts, Connecticut, Rhode Island and New York, lying compactly together, furnished the following elements for a calculation of the number of miles of railway, which may be maintained. The *aggregate* for the four States were:

Square miles of surface	59,824
Population	4,610,000
Density of population	77
Number of passengers	10,514,000
Passengers to density	2,30
Total cost	$133,000,000
Total receipts	14,300,000
Average dividends	6 per cent.
Miles of railroad	3,100

In these States, then, we have one mile of railroad to every 20 square miles; or in other words, a belt of ten miles on each side of the railroad is, in that density of population, sufficient to maintain a 6 per cent. dividend.

Again, *each* inhabitant furnishes 2.30 passengers. In the western States, we have less *density* of population, but a much greater amount of surplus products to be carried off. These two densities will about balance each other. The roads cost *one third* less per mile, and therefore, one third more miles may safely be built. Upon the whole, a belt of 15 miles diameter, in a well settled part of the West, will maintain a railway.

In the five States of Ohio, Indiana, Kentucky, Tennessee, and Illinois, we may, on the basis of the above elements, maintain about 15,000 miles of railway. In our last, we showed that, by the English standard of railway *experience*, Ohio and Indiana might maintain about 7,500 miles of railway profitably. This is just about equivalent to 15,000 for the five States above enumerated; Kentucky, Tennessee, and Illinois having only about the same number of *inhabitants* as Ohio and Indiana. By both tests, we arrive, therefore, at the same conclusion. According to the present statistics of the country, we have not overdone the business; but certainly, if we go on several years at this rate, railways may be overdone.

Railroads.

RAILROAD ACCIDENTS.

(Continued from page 163.)

The jury also censured Mr. —— Jouriet, superintendent of the machine shop of the Michigan Central Railroad Company, for not supplying the engineer with materials for lights, and closed by saying that "they deem him unfit for the station he now occupies."

In this case there seems to be no mitigating circumstances, and the collision appears to have been the result of a feeling of rivalry known to exist between the two companies, shared, as a matter of course, by the employees. The evidence of the engineer of the Central Road shows that he could have avoided the collision, either by going on or stopping, *but as the right of way was his own,* he chose rather to sacrifice hundreds, perhaps, of his fellow beings than yield one iota of his supposed rights. The engineer of the express train was also much to blame for attempting to cross a rival road, after nightfall, without being satisfied that the way was clear. The matter has been duly considered by the jury, and we hope it will not be allowed to drag its slow length along before it comes to trial, until it shall have been forgotten, almost, by the community, as is too frequently the case in such trials.

Ere we had received the full particulars of this awful sacrifice of human life, the result of inexcusable recklessness, we are called upon to chronicle another wholesale murder, the result of unmitigated carelessness on the part of the engineer upon a train of the New York and New Haven Railroad Company at Norwalk, on Friday the 6th inst., by which some fifty were killed, and a large number maimed. And while the telegraph wires are yet busy in giving the particulars of this slaughter, they are called off to record the details of still further loss of life and limbs upon several other roads.

We have not space to give the details of these several accidents; nor is it necessary, as the numerous newspapers throughout the length and breadth of our land are filled with the heart-rending details. We can only inquire, When will this end? Is there no means of putting a stop to this reckless waste of human life?

Accidents will occur in spite of the best regulations; but this is no argument in favor of the abolishing of all attemps to prevent them.

We do not presume to say what is best to be done; but some steps should be taken to make these companies responsible. Corporations, it is said, have no souls, *but they have pockets,* and if they can not be reached in any other way, heavy damages should be required of them in *every* instance where loss of life was the result of carelessness on the part of the Company or any of its employees.

It is a singular fact that the three principal accidents among the numerous ones that have recently happened, occurred on roads that are paying heavy dividends to the shareholders, whose stock is selling "on 'change" at a large advance over par, thus: The Michigan Central sells for 115 on the dollar. The Michigan Southern for 130 on the dollar. The New Haven Road for 116 on the dollar. Yet these companies are *too poor* to keep the necessary lookouts upon their roads to prevent accidents. On the New York and New Haven Road the man who attended the drawbridge was also the signal man. This should not be; the signal man should have no other business, and had such an one been posted at the turn of the road before reaching the bridge, all would have been well. So also of the man at the bridge at Rancocus creek, near Philadelphia; he was bridge tender and signal man also.—Had a signal man been placed at the crossing of the Michigan Central and Michigan Southern Railroads, near Chicago, some 18 or 20 of our fellow beings had not been hurried into the presence of their Maker without a moment's warning.

Look for a moment at the Hudson River Road, which has the most efficient police arrangements in this country, yet what is the value of this stock "on 'change"? It is selling now at 80 to 90 on the hundred. This is (pecuniarily) a poor road; yet it will be rich, because, though it hopes to make money out of the traveling community, in order to do so, it does not hesitate to take every possible means for the security of the lives and limbs of such as trust themselves upon it. It makes better speed than any other road in the Union, and well it may, for every possible contingency of accident is provided against, and a speed of 50 miles per hour on that road is safer than 20 on any other.

Public feeling has been grossly outraged by these reckless sacrifices of life upon railroads. Indignation meetings have been called, and several Legislatures have taken action upon the matter. We sincerely trust they will continue to agitate the matter until some remedy shall be applied to this great evil. All companies should be compelled to keep *responsible* signal men at every necessary point along the line; not men who can be had for a song, but men whose services will be valuable, and who can not be had without remuneration sufficient to make it an inducement to serve. And those in charge of trains as

engineers, conductors, &c,, should be amenable to laws, every infraction of which should entail punishment and dismission in every instance. The interests of the employees would thus be made subservient to the interest of the companies, and this running "*out of time*," a prolific cause of collisions, be avoided.

The Michigan companies are "shutting the stable door now that the steed has been stolen," and taking precautionary measures against future accident. So far, well. We doubt not, also, that the severe damages which they and the New York and New Haven Company will be called upon to pay to the maimed and injured survivors, will be a lesson to them which will not be readily forgotten, and from which they will learn that it is much *cheaper* to prevent accidents than to pay for them afterward. In fact, the number of passengers through from New York to Boston, over the New York and New Haven Road, has already fallen off from an average of some 200 to each train, down to 20. On one of the trains, a few days since, there was but *one* lady!

While the companies are thus suffering for their share of the disasters, the more immediate causes thereof must not be allowed to escape; they must be held accountable, and made examples of for the good of the community at large. We are no advocates for vindictive punishments; but contend simply for such examples as will deter others from laying themselves liable to similar inflictions.

PORTSMOUTH AND CINCINNATI RAILROAD.

PROPOSED ROUTES.

We perceive that meetings are being held on three different proposed routes for this road between the same termini, though widely differing as to the towns through which it shall pass. As we can not speak of our own knowledge of the advantages any one route may possess over any other, and as all of the roads could not be made paying roads, even could means be found to construct them, and, as in matters of this nature delay has a most injurious effect, it would seem highly desirable that some *central* route, accessible to the greatest number, should be selected and prosecuted to completion with as little delay as possible.

That such a road would yield handsome dividends, is no longer a question. The fertile and wealthy counties through which it must pass would furnish ample support for it, while its connections, via the Pittsburgh and Maysville Road, and the roads terminating at Portsmouth, would add to its business largely by opening through communications to travel which is now compelled to make a considerable circuit to reach points at the North and East.

The citizens of Portsmouth, though apparently uninterested in this enterprize, must take hold of it. It will be a necessity to them, and one which they will be compelled to take hold of in self-defense, if for no other cause. We say to the citizens along the line, build the road, but do not let individual interests defeat the improvement benefiting the whole. The road can be made, and shortly too, by such unanimity, while divided councils will prevent or delay the completion of either single one.

Our remarks on this project were called forth by the following communication handed us by Mr. Gregg:

For the Railroad Record.

According to notice, the citizens of New Richmond, Felicity, and intermediate points met at Indian Springs, May 4th, 1853. On motion, Dr. Robb was called to the chair, and W. S. Gregg appointed secretary. The chairman stated the object of the meeting to be an interchange of feeling and determination in reference to the speedy construction of the Cincinnati and Portsmouth Railroad, and an arrangement for a succession of meetings along the line. On motion, a Business committee of five, viz: Dr. Kennedy, Jno. Dimit, Dr. Beck, Esq. Goodwin, and Mr. Hunter, was appointed to prepare business for the meeting.

During the absence of the committee, Dr. Chase addressed those present, shewing clearly the necessity of the construction of the road to the early and complete development of the country through which it would pass.

Dr. Kennedy, chairman of the Business committee, reported: That one be appointed to devote his time to the interests of this route, and call meetings whenever and wherever he may think it expedient. That a committee of three be appointed to visit Cincinnati to ascertain the most practicable way of approaching the city, and what connections may be had with other roads centering there.

On motion, this report was adopted, and George Gregg appointed on the first, and P. J. Donham, Geo. W. Richards, and Thos. Whetstone on the last named committees.

On motion, a committee of three, viz.: H. L. Penn, Dr. Chase, and P. J. Donham, was appointed to make the necessary arrangements for opening stock books, and fixing the time and place for a mass meeting at some suitable point on the line.

On motion, it was resolved, that the proceedings of this meeting be published in those papers favorable to this enterprise.

On motion, meeting adjourned.

A. Robb, President.

W. S. Gregg, Sec'y.

☞ A resolution was recently passed by the city council of Buffalo, ordering a special election to be held on Wednesday, the 14th of June next, to decide whether the city shall or shall not loan $400,000 to the Buffalo and Pittsburgh Railroad.

PERU AND CHICAGO RAILROAD COMPANY.

On the 28th ult., a convention was held at Peru, Ind., for the purpose of organizing a Railroad Company under the above title.—Articles of association were adopted, containing the following elements:

1st. The name shall be, the Peru and Chicago Railroad Company.

2d. The capital stock shall be $2,000,000, in shares of $50 each.

3d. Peru to be the eastern terminus, thence running westwardly, on the best route through Miami, Cass, Fulton, Pulaski, Marshall, Laporte, Starke, Porter, and Lake counties, in Ind., terminating at some point in the last named county on the west line of Indiana, in the direction of Chicago, Ill.

4th. The length of the road to be about 80 miles.

5th. The number of directors to be nine.

It was resolved, also, that a connection for this road be sought via the Columbus, Piqua, and Indiana, and Steubenville roads through Ohio, to Pittsburgh, upon a continuous unbroken gauge of 4 feet 8½ inches; and that so far as connection with the above roads at Union is concerned, this Company have no present preference as to either of the routes contemplated from Peru to Union; leaving the selection to the result of investigation of the advantages offered by each for such connection.

Books for subscription were opened and $50,000 at once subscribed. After the adjournment of the convention, the stockholders completed the organization by the election of a Board of Directors, and the appointment of officers, as follows:

Hon. M. G. Mitchell, Pres't, Piqua, O.

N. O. Ross, Vice President.

D. R. Bearss, Treasurer.

Jesse Higgins, Secretary.

This road will pass through a section of exceedingly productive country in Indiana, and will be a very direct line from the East, through central Ohio, to Chicago. Amid so many rival lines, all tending to the same western terminus, Chicago, this road will have a hard struggle for the through business; but we feel assured that there will be abundance of way business to make it profitable aside from the through connections, which will depend upon circumstances in a measure beyond the control of the Company.

New Railroad Projects, West.—The Chicago *Journal* says that a Company has been organized to build a railroad due west from Dubuque, from thirty to fifty miles, and there strike upon a natural route northwest, to the south bend of the St. Peter's or Minnesota river. The enterprise is in the hands of the most energetic men of Dubuque, and they are backed by several of the heaviest capitalists of New York.

RAILROAD INJUNCTIONS.

BRIDGES.

We gather from our Sandusky exchanges that another injunction has been granted by the Court of Common Pleas of Huron Co., in the matter of the JUNCTION OHIO ROAD and the bridging of Sandusky Bay by that Company. It would seem to us that Judge McLean's able and lucid opinion, as given upon the previous application, would have been definite and final in this case, and we doubt not that it will be found so, when the application comes up for argument upon the merits of the case.

The Toledo *Blade* thus speaks of the Judge's decision:

"This opinion is a very important one, and decides the question of the right of railroads to cross navigable streams in their favor, on principles of general application. It can no longer be doubted, under this decision, that railroads may cross any of the navigable streams of the country, by bridges, provided they supply them with suitable draws to facilitate the passage of vessels. * * * In these days of railroad predominance, there can scarcely be any portion of the Union to which this will be unacceptable, for the very good reason that the great termini of our railroads, at all commercial points, are generally in a condition to need the protection of such a doctrine."

The Charleston *Mercury* holds forth upon this same subject of injunctions against railway bridges, thus:

"The Philadelphia, Wilmington and Baltimore Railroad Company have come to the determination of abating the greatest nuisance on their track, by throwing a bridge across the Susquehanna, at or near Havre de Grace. Surveys for the best position of the bridge, it is said, are to be made immediately, and at the same time it is intimated that steps are contemplated by the enemies of the bridge, (for bridges, as well as all other public benefits, have their enemies,) to procure an injunction against the construction of the passage. The ground of complaint and of interference, of course, is that the bridge will obstruct the freedom of navigation.

This question of allowing the right of free navigation to control and fetter all other means of internal trade, was largely, and in some respects ably, discussed in the House of Representatives, when it was proposed to declare the bridge over the Ohio at Wheeling, a post road of the United States, and thus get round the decision of the courts, pronouncing it a nuisance on the ground that it did not allow smokepipes of an indefinite hight (*usque ad cœlum*,) to pass under it. The discussion has not perhaps definitely settled any thing, but it at least opened for discussion and adjustment one of the most interesting commercial law questions of our times, and placed it on the road to settlement.

In this age of railroads, we meet this question of the right of free navigation of rivers at every turn. When the bridge over the Congaree was swept away last year, the great difficulty in remedying it was this right of free navigation. There had not been a steamboat on the river for a period of years, because the railroad did all the business cheaper and better. The bridge could be restored in a short time, so as to allow of railroad transit, but without the drawbridge. That must be a work of time, and part of the permanent structure. An extempore drawbridge could not be made. In the meantime, an extempore bridge without the draw, would be a violation of the rights of free navigation, and any one who chose to start a steamboat for the purpose of being obstructed, and thereby making damages, instead of freight, could do it. This we mention as an illustration of the difficulties that beset the conflict between running water and running wheels.

But it is evident that the railroads must carry the day, for the reason that they subserve in a far higher degree the necessities of free communication. When the law of free navigation was established, streams of water were the only means of internal trade in heavy commodities. The law was then a law of freedom of commerce. It was for the advantage of the community, and secured, as nothing else could secure, their right of free exchange and intercourse with other communities. In process of time the rights of the king's highways were marked. They were of a different kind, and were meant to promote the same object — the free and safe communication of people in trade and travel with distant portions of the same country.— The same principle was kept in view when different portions of a route were given over to individuals or companies, on condition of keeping them in passable order for the consideration of a toll to be exacted of all who used them. The object was always the same — to preserve the internal commerce of a country from obstruction.

Now it happens that in our time the greatest internal obstruction to commerce is to be found in our rivers, and the greatest disturbers of free communication are those who obtain injunctions against bridges, or bring actions against railroad companies for violating the rights of free navigation. 'Free navigation' is now found every where opposing the unrestricted internal commerce of countries, and 'obstruction' has come to mean cheap, daily, and safe intercourse, in the place of one costly, precarious, and dangerous. Railroads and rivers have therefore fairly come to loggerheads, and the question is whether the spirit and intent of the law of free navigation, or its letter, shall triumph. If it were only a question of right, we should not venture a prediction. But the general interest and convenience are on the side of the innovation. There is not therefore a doubt as to how the question will be ultimately settled. The danger is that instead of an honest and fair compromise between the parties, the time is not far distant when rivers will be voted a humbug, and the right of free navigation a scandal and reproach. All of which, if it happens, we shall lay to the charge of the lawyers, for not knowing when the spirit of a law has been fulfilled, and its letter can be wisely laid aside or modified."

☞ The preliminary survey of the Benicia and Marysville Railroad, Ill., has been completed. The general character of the route is exceedingly favorable to the proposed enterprise, the highest grade upon any point being but $10\frac{2}{10}$ feet to the mile; whole length of the road will be 85 miles.

SAN ANTONIO & MEXICAN GULF R. R.

We learn from the *Western Texian* that Messrs. E. Jones and T. J. Devine have contracted for the entire line of this road, from San Antonio to the Gulf, some particulars of which will be found in our last issue. The contractors agree, under bonds with ample security, to lay a single track, with live-oak cross ties, and other materials of the first quality, and to supply six locomotives and tenders, six passenger cars, freight and baggage cars, depots, &c., for $27,000 per mile, to be paid in a manner highly favorable to the Company.

The contractors have also bound themselves, under a forfeiture of $90,000, to have twenty miles, from La Vaca toward Victoria, completed and in running order by the first of November, 1854.

At a meeting of the directors on the 12th ult., Enoch Jones, Esq., resigned the presidency of the Company, and was succeeded by Henry Shelden, Esq., of New York city.— Major J. Y. Dashiell was elected Vice President.

The *Texian* also says: — "We have all along contended that this road would be built, and built by the present Company; we now consider it reduced to a 'fixed fact.' And it now devolves upon the friends of the enterprise to hasten its completion, by coming forward as one man, and extending to it all the 'aid and comfort' in their power. There should be no halting to count the cost, or to inquire who is to be most benefited by it.— It is admitted that the road will benefit the whole country. This being the case, all receive a portion of the benefit, either directly or indirectly. Whatever advances the general interests of the country, must necessarily affect, beneficially, its inhabitants. The only question, then, should be, how can we best further this enterprise?"

The Victoria *Advocate* says: "As we predicted, our town already begins to feel the reviving influences of the railroad, which is now irrevocably fixed to pass through this place. Property, which six weeks ago could have hardly been given away, is beginning to rate at something like its value. Business is reviving, too; and we may very confidently anticipate that when actual operations shall have been commenced on the road, an unprecedented activity will be observed here, and at all other points on the line of the road."

MAYSVILLE AND LEXINGTON R. R.—At the annual election of this company last week, the following persons were elected directors: A. M. January, C. Shultz, Wm. Nunn, F. T. Hord, R. A. Cochran, and Samuel B. Poyntz.

☞ The Pittsburgh and Steubenville Railroad Company has contracted for the iron for their road at the Great Western Iron Works on the Allegheny river.

RAILROAD EARNINGS.

MAD RIVER AND LAKE ERIE RAILROAD.

EARNINGS FOR APRIL, 1853.

Passengers	$17,306 66	
Freight	22,228 69	
Mails, &c	1,390 00	
		$40,925 26

EARNINGS FOR 1852.

Passengers	$11,739 45	
Freights	17,545 28	
Mails, &c	1,107 90	
		$30,392 63
Increase		$10,532 63

TOLEDO, NORWALK AND CLEVELAND RAILROAD.

The receipts of this road for the month of April, were:

Passengers	$28,207
Freights	4,772
Express and Mails	1,697
Total	$34,676

OHIO AND PENNSYLVANIA RAILROAD.

Receipts in April, 1853	$43,484 52
Receipts in April, 1852	18,327 38
Increase	$25,157 14

The express trains commenced running to Crestline on the 16th inst.

LOUISVILLE AND FRANKFORT RAILROAD.

The receipts of this road for the month of April, were:

Passengers	$8,822 63
Freight	6,856 86
Mail services	464 27
	$16,243 76
Receipts for April, 1852	14,713 63
Gain for April, 1853	$1,530 13

GALENA AND CHICAGO UNION RAILROAD.

The receipts of the past month, (April,) stand $37,151,00. Last year the figures of the same month were $19,040 91.

It is stated that the reports of the earnings of fourteen railroads, taken indiscriminately from Ohio, Maryland, Pennsylvania, New York, Connecticut, Indiana, and Georgia, show a universal increase in March, ranging from 11 to 100 per cent., and in one or two instances to about 150 per cent. This indicates not only a flourishing condition of the country, but in the state of the pockets of the people, who have the luck to possess shares in the iron tracks.

HILLSBORO' AND CINCINNATI R. R. Co.—At the annual election of this company last Monday week, 52,553 shares of the stock, representing subscriptions to the amount of $2,627,675 of capital, were voted. Messrs. J. M. Trimble, D. J. Fallis, B. Barrere, and B. O. Byrd, of Highland county; Wm. Ramsey, of Loveland, and Samuel B. Keys, and Lewis Worthington of Cincinnati, were declared elected.

INDIANA AND ILLINOIS CENTRAL RAILROAD COMPANY.

The Indianapolis *Morning Journal* says of this road: "The Board of Directors of the companies representing the projected railroads from Indianapolis to Springfield, met at Montezuma on the 4th inst., consolidated their capital stock, and will hereafter be one Company, known as the *Indiana and Illinois Central Railway Company.*

The engineers are in the field, and will be ready to report the result of the preliminary survey in the course of twenty or thirty days. The stock accounts of the consolidated Company, we learn, show that the road can and will be made, and that in the shortest practicable time.

This must be, when completed, one of the most important roads reaching this city. If any one doubts this, let him glance at the map and notice its eastern and western connections with other roads. It passes over as rich a country as any in the world.

It is designed to make, as near as practicable, an *air line road*, which would take it through or near the towns of Danville, Bainbridge, Rockville, and Montezuma, in Indiana. The route in Illinois from the State line to Decatur, some 50 miles, is nearly all a level, dry prairie, the cost of grading which will of course be light. From Decatur to Springfield a road is nearly ready for the cars."

The entire length of the road will be about 150 miles, 75 in each State; it will cross the Wabash river at Montezuma. The stock subscriptions at the time of the meeting of the board had reached $170,000, by persons along the line. Col. T. A. Morris is the engineer from Indianapolis westward, and is now surveying the route. The directory is able and efficient, and will push the work to an early completion.

This road will run north of and nearly parallel with the Terre Haute and Richmond Road, in Indiana, but will not interfere with its trade to any extent. It will cross the Illinois Central, branch, in township 16, range 8, east, and the trunk at Decatur, and at Springfield will unite with the several roads centering there.

ILLINOIS CENTRAL RAILROAD.—We gather from the recent report of the Directors of this Company, that materials, rails, &c., for construction, have been purchased to the amount of $14,000,000. To complete the road, $3,000,000 more will be necessary. The ways and means now provided reach eleven and a half millions. The whole road is under contract, and six to eight thousand men are at work on it. It is contemplated to finish the following portions this year, viz.:

From Cairo	100 miles.
From Chicago to Urbana	128 "
From La Salle to Sangamon river	104 "
And from Freeport to Galena	48 "

LOUISVILLE AND FRANKFORT R. R.

EXTENSION TO HARRODSBURG.

We learn from the Louisville *Courier* that an ordinance passed the Board of the city council on the 8th inst., authorizing a vote of the citizens upon the question of indorsing the bonds of the Louisville and Frankfort Road to the amount of $500,000 to construct a branch to Harrodsburg; also, for the same Company, the additional sum of $300,000 to extend the said branch road from Harrodsburgh to the Tennessee State line in the direction of Knoxville. This last ordinance provides that the sum of $300,000 shall not be tendered until $750,000 shall be subscribed by the counties along the line of the contemplated road.

While the ordinance was pending, Mr. A. L. Shotwell, president of the Louisville and Nashville Railroad Company, addressed the council on the subject, and the railroad interests of the city of Louisville.

The *Courier* adds: "This is the first great step in the grand enterprise of connecting Louisville with the mineral and agricultural wealth of East Tennessee. We trust that another and another will soon be taken, and that we shall soon have a line of cars bearing from the mines of East Tennessee, the mineral wealth that has been so long imbedded there, and shut out by mountains from the trade of the world. The mountains along East Tennessee have open gaps for the purpose of such passage, and from these doors of nature let art stretch forth her hand and gather for Louisville the rich harvest which has so long been in store for her."

☞ Dr. George G. Shumard, of Arkansas, recently delivered a speech upon railroad matters at Fort Smith, during which he made known the very important fact that the largest Gypsum field in the world lies about three hundred miles west of Fort Smith, Arkansas, in the plains explored by Captain Marcy last year, extending over an area of three hundred miles north and south, east and west. The strata in some places is twenty feet thick, of the purest kind, white, and in some instances transparent. He says there is a sufficient quantity of it to supply the whole world, and would employ a railroad in its transportation one hundred years:

ALABAMA AND TENNESSEE RIVER R. R.—The Selma *Sentinel* says that some two hundred and fifty tons of railroad iron have been received for this road, and more is daily expected. The quantity of iron already received is said to be sufficient to carry the road beyond Montevallo. Also, that the contractors are progressing rapidly with the bridge over the Coosa, and that Messrs. Kidd & Co. are going ahead with the grading on the south side of the river.

MOBILE & OHIO RAILROAD TO PADUCAH.

McCracken county voted on the 7th of this month, by a large majority, to take stock in the railroad from Paducah, connecting with the Mobile and Ohio Road. This vote authorizes a subscription of $300,000 in bonds of the town and county. The subscriptions have been made in pursuance of law, and nothing now remains to be done but to let out the local work, which will take place from the 25th to 31st of this month. This vote will insure the speedy construction of the second termini of the Mobile and Ohio Railroad at Paducah. That road had already been let, and is in process of construction to a point near the Kentucky State line, and only awaited the vote on the part of the citizens of this county to issue the county and town bonds, previous to letting out the route to Paducah.

The Mobile and Ohio Railroad Company, by their contract, are to furnish the iron and equip the road. The only link now to be provided for, is the road from Paducah to Vincennes, and then Cincinnati will have a direct railroad connection with Mobile and New Orleans. We have no doubt that the importance of these roads will attract the attention of capitalist and railroad men. *

THE CENTRAL OHIO RAILROAD—OR, WHICH IS WHICH?—The question, "*Have we a Bourbon among us?*" has given place, among railroad men at least, to the more absorbing one, "*Have we two Central Ohio Railroads?*" The former question is still a mooted one; but the latter can be readily answered. There *are* two *Central* roads, so called, in this State.—On the 22d of March, 1851, a charter was granted by the Legislature to a Company to construct a road from Marion to the Indiana State line, in the direction of Winchester, via Bellefontaine. The title of the law chartering this Company made it the *Ohio Central*, to distinguish it from the *Central Ohio*, from Columbus to Wheeling, already chartered. Whence the name of Central Ohio, adopted by the last chartered Company, is taken, we can not say; unless, as suggested by the Sandusky *Register*, an inadvertency in the body of the bill may have called it so.—It should be looked to, that confusion in the names do not lead to misunderstandings.

HARRISBURG, BRAZOS AND COLORADO R. R., TEXAS.—The anniversary of the battle of San Jacinto was made the occasion of a grand celebration at Harrisburg; the immediate occasion, however, was the opening of the first five miles of the Harrisburg, Brazos and Colorado Railroad, the first (we believe) opened in that State. We trust, however, that this is only a precursor to a long chain of iron roads which shall cross that State north and south, as well as east and west.

COLUMBUS, PIQUA AND INDIANA R. R.

We learn that this road, which runs from Columbus, O., to Union, on the west line of the State, a distance of 102 miles, is rapidly progressing, and that it is the intention of the directors to have the entire line in running order within the present year. The eastern division of the line, a distance of 46 miles, extending from Columbus to Urbana, is now ready for the iron; nearly one half of which is now laid down and progressing at the rate of half a mile per day, and will be completed and in running order in July.

The grading, masonry, and bridging on the balance of the line is progressing well and will be ready for the rails by the time the track is laid to Urbana. The rails for this part of the line will be delivered in July, August, and September.

The locomotives, cars, &c., necessary to operate the eastern division are all on hand at Columbus, so that regular trains will be run as soon as the track is ready.

This road, connecting, as it does, at Columbus, with the Columbus and Cleveland, the Steubenville and Indiana, and the Central Ohio lines; and at Union with the Indianapolis and Bellefontaine, and prospectively, with a new road which is about being projected from Union to Chicago, via Marion and Peru, cannot fail to constitute an important link in one of the great through lines of railway traversing the State east and west, and must share largely in the through business of the country, and be a paying road.

OAKLAND AND OTTAWA, (MICH.) R. R.—The engineers are now locating this road. Its eastern terminus is Pontiac, whence it passes westwardly to Grand Haven, on Lake Michigan, opposite to, and distant two hours sail from Milwaukie, The length of the road will be 170 miles, and is estimated to cost about $4,000,000. This line will shorten the distance from Milwaukie to our Eastern cities, via Detroit, over one hundred miles.

This will be a rival line to the one terminating at Port Huron, and connecting with Buffalo and the Eastern cities through Canada, particulars of which will be found in our tenth number. The friends of both routes anticipate a great through travel, from the directness of the routes; but whether this advantage may not be overbalanced by the changing from cars to boats on Lake Michigan, is yet to be seen.

☞ The attention of car builders, and others interested, is called to the advertisement of Messrs. McDanel & Horner, manufacturers of *Locomotive, Tender, and Car Springs.*—They have extended facilities for manufacturing, and deliver all their work in Philadelphia free of expense.

VALLEY RAILROAD.—This road will connect Indianapolis with Cincinnati, via Harrison, Brookville, and Rushville, a distance of 100 miles, in a direct line.

Strong efforts are making by its friends to secure the necessary subscriptions, and arrangements are about completed to open books for that purpose along the line, and at the termini. Mr. Pomeroy, the engineer, has been over the route thoroughly between this city and Harrison, a distance of 18 miles, and finds the grade much less than was feared, and that an outlet from Millcreek can be had up Lick Run, reaching the summit of the Chiviot hills a little to the south and east of that place. This route is now composed of two companies, one in Ohio, the other in Indiana; but preparations are making to consolidate the two into one through line.—Then the work will doubtless be urged to a rapid completion, having the rivalry of the Junction Road between the same termini to hasten their proceedings.

LOUISIANA INTERNAL IMPROVEMENTS.

The following is a synopsis of the Improvement Bill which has just passed the House of Representatives of Louisiana.

"The first section declares that it shall be the duty of the State Treasurer, whenever authorized by special law, to subscribe, for the State, to the stock of any railroad or plankroad Company, to the amount of one fifth of its capital.

"The second section provides that for the payment of any subscription thus made by the State, it shall be the duty of the Governor to issue coupon bonds in the name of the State, to the order of the railroad company, signed by the Governor, countersigned by the State Treasurer, Auditor and Secretary of State, under seal of the State, payable forty years from date, and bearing six per cent. per annum interest. Said bonds are to be of the denomination of $1,000. (The form of the bond is then given, which it is unnecessary to specify.) The bonds are to be transferable by endorsement by the President and Secretary of the Company to which they may be issued.

"Section three enacts that the bonds thus issued shall be for an amount equal to one fifth *actually received by the Company*,' it being,' to quote the words of the section, 'the true intent and meaning of this act, that the contribution on the part of the State toward its subscription to the stock of any railroad company, and according to the provisions of this act, shall be only in the proportion of one fifth of the amount actually received by the company from individual subscribers to its stock, and from taxation on real estate, in virtue of any parish or city subscription.'

"Section four prescribes that all bonds issued in accordance with this act, are to be received at par by the companies in whose favor they are drawn; and if sold for more than par value, the excess is to be paid into the City Treasury, and applied to reduction of appropriation to be made for payment of interest.

"Section five declares that every President of a company applying for an issue of bonds

in payment of the State's subscription, shall furnish the Governor, at the same time, with a statement of the amount received from individual stockholders and from taxation on real estate; said statement to be certified to under oath, before the Governor shall cause the delivery of the bonds.

"Section six provides that the stock held by the State in any railroad company shall, with its revenues, be specially reserved and set apart for the payment of the principal and interest of the bonds issued.

"Section seven specifies the mode of paying the interest on the bonds, etc., and Section eight, that the Governor, with the advice and consent of the Senate, shall appoint three directors of each company. The last Section requires an annual statement of the condition of the companies to be made to the Legislature, giving a full account of the proceedings had during the previous year, capital expended, money borrowed, length of road finished and under contract, etc."

The N. O. Bulletin thinks the bill will easily pass the Senate and become a law.

SANDUSKY CITY AND INDIANA RAILROAD INJUNCTION.—The Mad River Railroad Company has applied to Judge Corwin, of the Supreme Court, at Urbana, for a dissolution or modification of the injunction heretofore allowed by Judge Bartley, against using the track of the road between Sandusky and Tiffin, particulars of which were given in our 9th issue, page 134. A question of jurisdiction having been decided affirmatively, the case was set for a hearing at Urbana, on Tuesday, 10th inst., and the *injunction was dissolved*, though the Company was enjoined from withdrawing the equipment from the old road necessary for the accommodation of the community along its line.

RAILROAD DECISION.—A case of some interest was recently decided in the U. S. Circuit Court, at Chicago, Judge Drummond presiding. The plaintiff, in moving from Pennsylvania to Illinois, had with him an ordinary dry goods box containing various articles of household goods, &c., in which was placed between $1700 and $1800 in money. The box was delivered to the defendant, the Michigan Central Railroad Company, at Detroit, to be transported to Chicago, and was placed in one of their freight cars and was never heard of afterward. The action was brought to recover the value of the box and contents. The verdict of the jury was in favor of the plaintiff, for $1,997.61.

SOUTHERN, MISS., RAILROAD.—The report of the surveyors of the Southern Railroad from Brandon, in the State of Mississippi, to the Alabama line, in the direction of the cities of Charleston and Savannah, says:

"The general location of the road is now made, and it will be constructed rapidly.—The surveys were found to be more favorable than was anticipated. The difference between the air line and the length of the road is only $5\frac{95}{100}$ miles—the road being 99⅛ miles, and the air line 93½. This is a remarkably small degree of curvature. The expense of grading, bridging, and superstruction equipment, will be $1,600,000. Mr. H. Haupt, chief engineer, takes occasion in his report to return thanks to Lewis Troost, Esq., of the Alabama and Tennessee River Railroad for courtesy shown him, and valuable information imparted."—*Selma Reporter.*

PERU AND INDIANAPOLIS RAILROAD.—The following is the stock exhibit of this Company, as issued by the President and Directors, showing a very favorable state of affairs: "In round numbers, the stock of the Company, when the books shall be finally closed, will reach an aggregate of $800,000, and the bonds of the Company, issued upon the first and only mortgage, $600,000. The annual interest upon these bonds amounts to but $42,000, or about twice the annual income on the twenty-two miles finished from Indianapolis to Noblesville. It is a reasonable estimate, that the net income of the road within the first year after its completion, will reach the sum of one hundred thousand dollars."

Communications.

We insert the following letter just as it was received, because we *know* Major Chase to be familiar with the subject on which he writes, and good authority on all matters connected with Pensacola and Florida. Besides which, we are not unwilling to give his testimony in favor of this paper.

For the Railroad Record.

EDITOR RAILROAD RECORD.—I received a copy, No. 7, of volume 1, of your excellent paper, the Railroad Record, a few days since. It is exactly what we want in the Southwest. Please send me all the back numbers, and enter me as your subscriber from the commencement of the Record.

Under the head of "Southwestern Railroad," I perceive that you advocate the speedy construction of the Danville and Winchester Road in Kentucky and Tennessee, as going at once to connect Cincinnati with Mobile and Pensacola. I would remark that the Winchester line, by intersecting with the Chattanooga and Nashville line, proceeds also toward Charleston and Savannah, and by Atlanta and Montgomery, to Pensacola and Mobile. But after all, the route by Selma or Montgomery is the most direct one to Pensacola, approaching nearly to an air line.

Pensacola is destined to become the commercial emporium of the Gulf of Mexico.—It will contribute by means of its excellent harbor, the only good one within the Gulf limits of the United States, to change greatly the course of Southern commerce. The moment that Pensacola is connected with the network of railways of the North, Northwest, and West, which has now reached, and is rapidly reaching Montgomery, Selma, and Mobile, the vast space of country embraced within the quadrant opening from Savannah to Chicago, and whose longest radius extends to Montreal, in Canada, will be brought into as easy communication with Pensacola, as that country now is with New York.

The supplies required from the tropical climates of America, and from the Pacific, and trans-Pacific countries, will thenceforth be brought to Pensacola, and distributed thence over the dependent country.

I have not time to elaborate the subject, but please record what I say—that the new revealments of the Pacific and trans-Pacific trade now demand an entrepot to be established within the Gulf of Mexico, *which shall bear the same relation to the Pacific Ocean and Asia, that New York does to the Atlantic Ocean and Europe.*

Until the great Pacific Road is completed, you must be content in Cincinnati to receive your teas and silks and other productions of the Pacific countries by the way of Pensacola.

A Pacific traveler landed at Panama will be, in a short time, conveyed to Pensacola in five and a half days, thence to Cincinnati in thirty hours, making six and three quarter days.

Having once a good view of Pensacola, I am sure you will never lose sight of it again.

In haste, yours with respect,

WM. H. CHASE,
Major U. S. Engineers.

Montgomery, May 1, 1853.

TEN THOUSAND DOLLAR PRIZE.—Henry S. Fitch, of San Francisco, offers ten thousand dollars as a prize for the best treatise on the Pacific Railway scheme, and collateral topics. The treatise is to embrace three topics:

1st—"The great Atlantic and Pacific Railway."

2d—"The future trade of the Pacific and East Indies."

3d—"The wealth of California."

A committee is to meet in Washington, November 15, 1853, to decide on the merits of the competing treatises. The whole premium will be awarded to a complete work on the three topics named, or $5,000 for the best on the first topic, and $2,500 for the best on either of the other topics. Communications relative to the matter may be addressed to R. K. Brown, editor San Francisco *Evening Journal*, and manuscripts may be forwarded to S. P. Andrews, New York city, prior to Nov. 1st.

☞ The bill for aiding in constructing a tunnel through the Hoosaic Mountain passed in the Massachusetts House of Representatives by a majority of 191 to 96.

Statistics.

STATISTICS OF DISEASE.

The report of Surgeon General Lawson, of the U. S. Army, is an interesting document, as exhibiting the statistics of disease among *able-bodied men* in this country. The men of the army have been subjected to all climates, at all seasons, and have been as comfortably clothed and fed, as the average of the farming population. Under these circumstances, the results are entirely fair for the able-bodied men of the United States, exempting all the feebler classes.

The aggregate results are given thus:

Average strength of the army	9,203
Cases of sickness	25,765
Proportion of sickness to men	2.79 to 1
Number of deaths	229
Proportion of deaths	1 to 40.18

There are two curious facts proved by these results; *First*, that each man was sick about *three times* in each year; *secondly*, that the average mortality of these able-bodied men was about equal to the average mortality of the whole country.

We thus see the very important fact that *exposure* to all the hazards of weather and climate, is quite as dangerous to the strongest men, as the weakness and incidental hazards of the feebler classes.

In reference to *seasons*, we find the following results:

Quarter ending March 31st	5,119	cases.
do June 30th	6,330	"
do September 30th	7,715	"
do December 31st	6,601	"

It will be seen, that from the beginning of the year till the 30th of September, the cases of sickness increase among those who are *exposed*, and the reasons are obvious. For example, take those cases of disease, which are caused by miasma, or by warm weather, and see the vast difference:

	Spring quarter.	Summer quarter.
Intermittent Fever	287	1,164
Diarrhea	488	1,160
Totals	765	2,324

We thus see the number of those two diseases in the summer quarter, exceeding those of the spring quarter, in the proportion of three to one!

We doubt whether there is any such difference among the *unexposed* part of the population. On the contrary, we have a conviction, that the in-door part of the inhabitants have no such great diversities in regard to the seasons.

In regard to the character of diseases the following are the chief classes:

Intermittent and Remittent Fever of all kinds	5,837
Diarrhea and Dysentery of all kinds	4,278
Catarrhs	2,089
Abscesses	1,444
Contusions	1,362
Rheumatism	820

These are the leading classes of disease in the army, although there are a great variety of others.

It is due to the surgeons of the army, to say, that their treatment of the disease is generally very successful, as far as human remedies can be applied. The army surgeons are graduates of the regular Medical Schools, and their practice is the *regular* practice. The deaths in the army are about 1 to 100 cases of sickness; and we doubt whether any of the navy schools can show results as favorable as this of the army surgeons.

FLORIDA---HER RESOURCES, RAILROADS, &c.

"Florida has a white population of less than fifty thousand—smaller than any other of the thirty-one States—yet St. Augustine is the oldest town in the United States, having been founded in 1564."

Scarcely do we look into an exchange that we do not find the "item" above quoted; and, standing thus isolated, it is a fact from which erroneous ideas of the resources, state of improvements, &c., of this growing State, would necessarily be formed. It is true that, although Florida has been in the Confederacy, as State and Territory, some thirty-one years, yet, aside from Government works, no works of internal improvement, of any moment, have until very recently been undertaken. Very many circumstances have tended to retard the development of its resources, and prevent the progress of improvement consequent thereupon; for it is no less true than to be regretted, that although colonized upward of three hundred years ago, it has never enjoyed twenty consecutive years of peace and repose; and from present indications, is yet doomed to further trouble on account of the few remaining savages left within its borders.

At the time of its cession to the United States by Spain, immense portions of the State were covered by Spanish and British titles. One of these, "the Forbes grant," embraced an area of more than 1,200,000 acres, extending upward of sixty miles inland from the coast, and including the site of the city of Apalachicola. The procrastination of the definitive confirmation or rejection of these claims resulted in no small degree to the injury of the State, by making land titles insecure, and thus delaying its settlement.

By the removal of the Indians from the upper and middle sections of the State in 1825, a large and valuable portion of lands were opened to settlement; but feelings of insecurity prevented any great immigration. In 1835, the Seminoles, and other Indian tribes, concentrated within the fastnesses of the Peninsula, refusing to emigrate in accordance with treaty stipulations, and commenced predatory incursions, which soon ripened into an open war of seven years duration, and costing a vast expenditure of money, (some $40,000,000,) and a hecatomb of lives. In 1842, arrangements were finally made with the remaining tribes, restricting them within certain defined boundaries. The predatory propensities of the Indians, however, led them to overstep their treaty limits, and these incursions resulted in robbery of the whites, violence, and consequent bloodshed, which have not yet ceased, and which probably will not cease until the last red man shall be driven from its soil.

This insecurity of life and property not only detered immigration to Florida, but induced very many of her citizens to abandon their plantations, and seek homes where they would not be daily subject to robbery and massacre. The annexation of Texas, and the opening of the gold mines of California were also sources of depopulation, as well as tended strongly to drive the course of foreign immigration from this State.

With all these, and numerous other similar drawbacks upon the development of its resources, with no banking facilities for the assistance of its commerce, it is not to be wondered at that public improvements should languish, for it is only when the requirements of commerce call for additional facilities for transportation and accommodation, that public spirit is awakened to the necessity of such improvements.

We are pleased to see that the commerce of this State is rapidly increasing, and is calling loudly for additional facilities, and that the citizens of Florida are awaking to their wants.

The following tables, gathered from De Bow's Review for April, will give an approximate idea of the industrial resources of this State, though as yet but partially developed.

POPULATION, LAST CENSUS.

Whites	47,167
Free negroes	928
Slaves	39,309
Total	87,404

AREA.

Square miles	59,268
Acres	37,931,520

Of which, in 1850, only 349.049 acres were improved, and valued at $18 per acre.

Of the area in acres, there have been surveyed	22,314,698
Offered for sale	17,043,111
Sold	1,000,407
Swamp lands, 1851, surveyed	562,170

RESOURCES, PRODUCTIONS, ETC

Improved land, acres	349,049
Unimproved land	1,236,240
Value of improved land	$6,323,109
Farming implements, machinery, &c., value	$658,795
Horses, head	10,848
Mules	5,002
Milch cows	72,876
Working oxen	5,794
Other cattle	182,415
Sheep	23,311
Swine	209,453
Value of live stock	$2,880,058
Wheat, bushels	1,027
Rye	1,152
Corn	1,996,809
Oats	66,586

Rice, lbs	1,075,090
Tobacco	998,614
Cotton (bales of 400 lbs)	45,131
Cotton manufactures, value	$80,000
Peas and beans, bushels	135,359
Potatoes, Irish	7,828
Potatoes, sweet	757,226
Buckwheat	55
Orchard products, value	$1,280
Wine, gallons	10
Produce of market gardens, value	$8,721
Butter, lbs	371,498
Cheese, lbs	18,015
Hay, tons	2,510
Grass seeds, bushels	2
Hops, lbs	14
Flax, lbs	50
Silk cocoons, lbs	6
Cane sugar (hhds. of 1000 lbs)	2,752
Molasses, gallons	352,893
Beeswax and honey, lbs	18,971
Homemade manufactures, value	$75,582
Animals slaughtered, value	$514,685

IMPORTS AND EXPORTS.

1850, imports from foreign ports	$95,109
1851, do do do	94,997
1850, exports to do	2,607,968
1851, do do	3,939,910

TONNAGE.

1850, tons	9,365
1851, tons	71,272

FINANCES, 1851–2.

Receipts for year ending Oct. 31, 1851,	$84,147 25
Less, borrowed of School fund	25,000 00
Total net receipts	$59,147 25
Expenditures, same period	$67,187 73
Receipts for year ending Oct. 31, 1852.	$60 619 63
Less, loans from Internal Improvement fund	5,000,000
Total net receipts	$55,619 63
Expenditures, same period	$55,234 49

From these tables we learn that the population has increased nearly 100 per cent. since the last census; that its resources are becoming rapidly developed, though these tables of products do not include very many of its staple articles, among which may be numbered the tropical fruits, such as oranges, figs, olives, &c., which are raised in large quantities, also lumber, tar, turpentine, and particularly salt, of which some 60,000 bushels is the estimated yield of the past year. Sisal hemp is, also, becoming a staple product, and is destined to be no inconsiderable item in the productive wealth of the State. The table of exports exhibits only the foreign shipments; the coastwise shipments of the products of this State, of which no return has been made, are estimated to far exceed in value the amount of the foreign imports.—The financial exhibit, for a State which has had such difficulties and embarrassments to contend with, is much better than could have been expected, and should be highly gratifying to its citizens.

This promising state of affairs, and the prospect of relief from the untoward circumstances which have so long weighed like an incubus upon them, crushing their energies, have at length aroused the citizens to the importance of being up and doing. The spirit of railway progress is upon them, and they are determined to seize upon and make available to the development of the vast resources of their prolific State, the openings in the way of railway connections presented by the neighboring States.

The RAILROAD HISTORY of the State is as follows: In 1834, the Tallahassee and St. Mark's Road was built, running between Tallahassee and a point on the Apalache Bay, (a short distance below its present terminus.) In 1843, the village which had sprung up at that point was demolished by a terrific hurricane and flood from the Gulf. It now runs to a seaport at the junction of the St. Mark's and Wakulla rivers, a distance of 23 miles, and is the only completed railroad in the State at this time. The cost of construction, repairs, rebuilding, &c., of this short road is estimated to have been $250,000. It is now the property, mostly, of General McCall.—The recently chartered Central Road will probably connect with this one. The Brunswick, Ga., road, and a road from the same State, via Thomasville, are both seeking a Gulf outlet by way of this road. Should these connections be consummated, this short line will be very valuable. In 1835, a Company was incorporated to build a canal or railroad to connect the Apalachicola river, via Lake Wimico, with a point on St. Joseph's Bay, intended as a rival to the city of Apalachicola. A road of some nine miles in length was put into operation, but was abandoned in 1839. Another road, from St. Joseph's to Iola, on the Apalachicola river, 30 miles in length, was then constructed at an expense of $300,000, and upward. In 1841, this road was abandoned, and the rails were taken up and sold to a Company in Georgia.

Numerous charters have been obtained in past years for proposed roads, but none of them have yet been undertaken. The recent Legislature passed acts of incorporation for the following roads, viz.:

The Pensacola and Georgia Railroad Co. This charter authorizes the construction of a road from Pensacola to any point on the Georgia State line.

The Pensacola and Mobile Bay Railroad Co., from Pensacola to Mobile, and

The Pensacola Railroad Co., to the Alabama State line, to connect with a road from Montgomery, or from any other point on the Alabama river.

A charter has also been granted for a road called the *Great Central Florida Railway*, to extend from Pensacola, eastwardly, to some point upon the St. John's river, perhaps Jacksonville, a distance of some 350 miles, and thence, to St. Augustine, on the Atlantic, 38 miles.

So far as the interest of the State is concerned, this is by far the most important of all the proposed roads. Running from west to east, nearly throughout the breadth of the State, the interests of the different sections of all the northern portions of the State can be promoted. Lateral roads to such points as necessary could be readily made, extending into the States on the northern boundary, and to the ports upon the Gulf, opening markets for the products of such portions of the State as can not now find outlets except at the cost of heavy transportation. But the very fact of this road being entirely within the State, is by some considered a cogent argument against capitalists from abroad embarking their means in its construction, inasmuch as it offers no inducements as a matter of *present* speculation. Its estimated cost would be about $4,000,000, but without aid from the General Government, in the way of a grant of lands, the prospect of its early completion are dubious.

The PENSACOLA ROAD, connecting with Montgomery, Ala., and thence with the North, and West, and East, by an extensive system of roads, is the next in importance, and is now deservedly occupying the attention of the people of Florida. The city of Pensacola has voted $250,000 to aid this road; private subscriptions to an almost equal amount are confidently relied upon; while aid from abroad to nearly the balance of the estimated cost of the road, $2,000,000, is certain. The length would be 156 miles and some yards, over the best adapted country for railroad construction in the Union.

Such a road would benefit the city of Pensacola, and restore it to its pristine vigor.—Possessing the *best* harbor upon the Gulf coast, it would become a shipping depot for an immense section of country drained by this and its connecting roads. And as soon as the first ground is broken in the construction of this connecting link in the great chain, a visible and permanent rise in the value of property, and an inverse decrease in the rates of taxes, now enormous, will be perceptible. Its business would increase, and it would become the resort for invalids seeking change from the rigors of the Northern climate, as it would be accessible to citizens of this city, for instance, within a ride of thirty hours.

The roads from Georgia, whether from Savannah, or via Thomasville, have not yet been located with any certainty as to where they will enter this State. Meetings are being held in the various sections interested, and are numerously attended. Conventions have also been held to consider the propriety of other routes, but as yet nothing final, further than we have given, has been decided upon.

Public spirit is aroused, and the progress of her sister States in railway matters, has given it such an impetus that we feel confident it will not again slumber. Why should it?—Blessed with a genial clime, and an exceedingly prolific soil, having numerous fine harbors, with facilities for the rapid and cheap construction of the improvements necessary to the full development of her resources, Florida is unquestionably destined to become, ere long, a populous and wealthy State.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	96	98
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	
Do do		6	1885	91	92
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	103	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	90	95
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible		1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	87	90
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	97
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	102	104
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	93	94
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Mansfield and Sandusky	1st "	7	1860	84	87
Do do	2d "	10	1853–7		
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st "	7	....	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	"	8	1855–6	107	108
Do do	" not "	8	1857–8	103	105
Do Southern	1st " " "	7	1860	102	103
Milwaukie and Mississippi	1st " " 1857	8	1862	101	104
New Albany and Salem	" on 1st section	10	1858–62	108	109
Do do	1st " on other sections, convert.	8	1864–75	96	97
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	119	120
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	100	101
Northern Indiana	1st mortgage, not convertible	7	1860	102	103
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	104
Ohio and Indiana	1st "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	109	110
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	120	121
Parkersburgh	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st "	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	79	80
Bellefontaine and Indiana	50	100	102
Chicago and Rock Island			
Cincinnati Hamilton and Dayton	100	107	108
Cin. Wilmington and Zanesville		60	80
Cleveland, Columbus and Cin	100	125	126
Cleveland, Painesville and Ashtabula.			
Cleveland and Pittsburgh	50	101	102
Columbus and Lake Erie	50	55	70
Columbus and Xenia	50	116	118
Covington and Lexington	50	70	71
Dayton and Miami			
Dayton and Western	50	75	80
Eaton and Hamilton	25	70	73
Galena and Chicago Union	100		
Hillsboro' and Cincinnati	50	73	78
Illinois Central	100	130	135
Indiana Central	50	85	90
Do do 10 per cent	50	90	95
Indianapolis and Bellefontaine	25	97	100
Indianapolis and Lafayette	50	72	75
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	85	88
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	123	124
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	91	93
Madison and Indianapolis		102½	103
Marietta and Cincinnati	50	55	70
Maysville and Lexington		60	
Michigan Central		115	116
Michigan Southern		130	131
New Albany and Salem	50	62	66
New York and Erie	100	88	90
Northern Indiana		130	131
Ohio Central	50	95	100
Ohio and Mississippi	50	90	92
Ohio and Pennsylvania			
Panama		120	122
Pennsylvania	50	100	101
Peru and Indianapolis	25	66	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	65	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveladn		108	110

STOCK TABLE.

CORRECTED WEEKLY.

	OFF'D.	ASK'D.
Government Securities.		
U. S. Loan, 6s, 1856	108	109
Do 6s, 1862	114	115
Do 6s, 1867	120	120¼
Do 6s, 1868	119½	120
Do 5s, 1853, (int. ceases July 1)	101	101½
Do Coupons, 1862	115	116
Do " 1868	120¼	121
Do " 1853	100	101
State.		
Alabama 5s	90	95
Do 6s		
Arkansas 6s	80	88
Georgia 6s	110	111
Do 7s		
Illinois Canal Bonds, 1860	97	100
Do do 1860, registered	107	110
Do do 1847		
Do do 1847, registered		
Do do Internal Impt. 1847	91	92
Do Interest do	62	63
Indiana 5s	97	98
Do 2½s	54	55
Do Canal Loan 6s	96	100
Do do preferred 5s	36	38
Do do deferred 5s	12	15
Do do special 5s preferred	18	22
Do do do 5s deferred	9	10
Kentucky 6s, 30 years, 1871	109	110
Do 6s, 15 years	105	107
Do 6s, large bonds	107	109
Do 5s	93	95
Michigan 6s	102	105
Ohio 6s, 1856	103	104
Ohio 6s, 1860	108	109
Do 6s, 1870	114	115
Do 6s, 1875	115	117
Do 5s, 1856	101	102
Do 5s, 1865	105	107
Pennsylvania 6s	105	107
Do 5s	96	97
Tennessee 6s, new loan	107	109
Do 5s	95	96
Virginia Coupons, 6s, 1886	109	110
City Securities.		
Philadelphia 6s, 1876–90	105	106
Baltimore 6s, 1870–90	107	108
Do 5s 1865	92	92½
Boston Bonds, 5s, 1860	101	102
Albany 6s, 1867–9	106	107
Cincinnati 6s, 1860	103½	104
Do 6s, 1897	103	104
Do 5s of 1884	86	87
Do W. W. 6s, 1865	102½	103½
Lawrenceburgh, Ia., 7s	80	90
St. Louis 6s, 1870	100	101
Louisville 6s, 1880	98¼	98½
Pittsburgh 6s, 1869–71	96	97
Do coupons, 1883	101	102
Allegheny 6s, 1872	94	96
Wheeling 6s, 1872	107	108
Covington 6s, 1881	93	94
Chicago 6s, 1876–7	99	100
Memphis 6s, 1882	88	90
New York 7s, 1857	107	108
Do 5s, 1858–60	100	101
Do 5s, 1870–5	103	104
Do 5s, 1890	104½	105
Richmond 6s, 1882	93	94
Jeffersonville, Indiana, 7s 1872–82	85	88
County Bonds.		
St. Louis 6s, 1886	98	100
Do 7s, 1871	107	108
Fayette, Ky., 6s, 1881–2	89½	90
Bourbon, Ky., 6s, 1881	89½	90
Mason, Ky., 6s, 1881	90	92
Fairfield, O., 7s, 1862	97	99
Guernsey, O., 7s, 1862	97	99
Darke, O., 7s	92	98
Banks.		
OHIO.		
Ohio Life Insurance and Trust Co	104	105
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		
KENTUCKY.		
Bank of Kentucky and Branches	112	114
Northern, and Branches	115	117
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	105	106
Newport Safety Fund Bank	97	100
Commercial Bank of Kentucky		
INDIANA.		
State Bank and Branches		
MISSOURI.		
State Bank and Branches		
TENNESSEE.		
State Bank and Branches		
Union	98	100
Planters'	97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 55	@	$17 65
Spanish Doubloons	17 10	@	17 20
Patriot Doubloons	16 10	@	16 20
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 06	@	1 06½
Portuguese gold	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 06	@	1 09
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97

LAND WARRANTS.

	Off'd.	Ask'd.
60 acre warrants	$168	$171
80 acre warrants	84	87
40 acre warrants	42	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

CINCINNATI, Saturday, May 14, 1853.

20	Shares	Cincinnati Fuel Company, per share, bid	5 00
50	"	Cincinnati Coal Mining Company, per share, bid	3 75
10	"	do do do bid	4 00
2	"	Hillsboro' Railroad stock	74 50
50	"	do do $113 interest to be paid, bid	74 00
26	"	do do do withdrawn.	
33	"	Jeffersonville and Columbus Railroad stock, bid	67 50
10	"	New Castle and Richmond Railroad stock, interest to purchaser, bid	66 00
25	"	Mad River and Lake Erie Railroad stock	91 50
1	Land Warrant, 160 acres		170 00
$375	Bank Notes Whitewater Canal	withdrawn.	

Wednesday, May 18, 1853.

5	Shares	Cincinnati Observatory stock	4 00
40	"	Fireman's Insurance stock, bid	18 00
20	"	Cincinnati Fuel Company	5 00
2	"	Cin. and Hamilton Turnpike stock	4 00
3	"	Covington and Lexington Turnpike Road Company stock	11 00
30	"	Cincinnati Coal Mining Co. stock	passed.
80	"	Lawrenceburgh and Upper Mississippi Railroad stock	no bid.
10	"	Covington and Lexington Railroad stock, 2 months int. to purchaser	71 12½
9	"	do do do	71 00
50	"	Hillsboro' Railroad stock, bid	72 50
10	"	Ohio & Miss. Railroad stock	withdrawn.
10	"	Dayton and Michigan Railroad stock	60 00

MONETARY.

From Eastern advices we gather that the Money Market is plentifully supplied at rates from 6 to 7 per cent. on call loans and prime business paper. Though the supply of money is constantly increasing, the demand for railway purposes is sufficiently active to prevent any further decline in the way of interest.—On the first of July a large amount of Government securities of 1853 will be paid, which will further tend to increase the supply; but as railroad bonds and stocks are constantly increasing, and as the recent heavy investment of English funds in the Canada roads has exhausted that supply for the present, this supply will be very oppertune. The recent law of the State of New York, requiring weekly exhibits from the banks, will also have an effect to curtail their discounts, and make a supply of money from other sources necessary to prevent any stringency.

The stock market has been dull generally, with some depreciations from special causes.

Foreign Exchange has been much more firm at rates from 109½ to 109⅞, though 109¾ was the highest cash rate.

The shipment of specie is very limited, the present rate of Exchange rendering such shipment unprofitable.

At the West the demand for money fully equals the supply. The banks discount for their customers to a fair extent. Outside rates still range from 10 to 12 per cent. The rates of Exchange remain unchanged.

The stock market presents but slight alteration; and that at a partial advance — the principal business being in the shares of our unfinished roads.

NOTICE TO CONTRACTORS.



HEMPFIELD RAILROAD.

PROPOSALS will be received at the Engineer's Office in Wheeling, until the 23d day of May, for all the heavy sections remaining to be let on the Hempfield Railroad between Wheeling and Washington. Contractors having force ready to put immediately at work, can be accommodated with jobs by private contract at any time before the 23d.

The heavy work on the next division extending from Washington to the Monongahela river, 25 miles, (and possibly that on the entire line from Washington to Greensburg,) will be ready for examination by the contractors after the meeting of the Board on the 20th inst., and will be put immediately under contract. On this Division is a tunnel 1500 feet long.

The profiles, specifications, and forms of proposals are now ready for examination at the Engineer's Office in Wheeling, where all the needful information can be supplied. By order of the Board.

ROBERT T. CONRAD, Pres't.
CHARLES ELLET, Jr.,
Chief Engineer.

Wheeling, Va., May 24, 1853.

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Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

ENGRAVERS, &c.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of Geo. K. Stillman,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
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Bank Notes, Drafts, Bills of Exchange,
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RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
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Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
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BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
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The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
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ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
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ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer.
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All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

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Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

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The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, three cents—on the Excavations and Embankments, six cents. For sale by
WILLIAM HAMILTON,
Hall of the Franklin Institute,
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BRASS FOUNDERS,
No. 154 Front St. bet. Pike & Butler Sts.
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STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

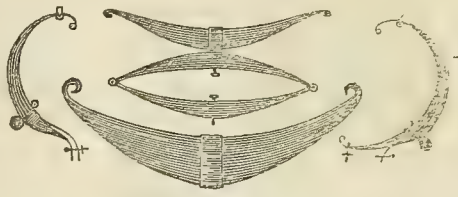
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.
MORRELL, SHOEMAKER & Co.,
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McDANEL & HORNER,
LOCO-MOTIVE



AND CAR SPRING
MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to
McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

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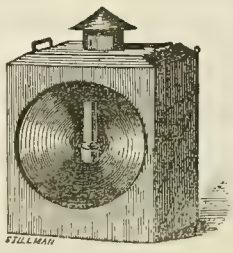
Will make liberal CASH ADVANCES on consignments to their address. †mr24

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A Taylor Cylinder Printing Press,
With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

RAILROADS.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.
A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

To Railroad Companies.

THE subscribers, who were the first to introduce
Warren's Fire and Water Proof
COMPOSITION ROOFS
in the West, would respectfully invite the attention of the Presidents, Superintendents, Engineers, and Contractors of Railroads, to their mode of roofing; as combining economy, durability, and safety in a degree superior to any other. Their Composition Roofs are well adapted not only to private dwellings, but to Warehouses, Railroad Depots, Sheds, &c., and have been extensively used on several Railroads with great satisfaction.

Being largely engaged in manufacturing, we propose selling to Railroad Companies our Roofing materials at a LOW PRICE, and to furnish a competent person to superintend the work, if desired; or, if prefered, to put on the roof at a certain price per square.

Companies that have not determined on some other kind of roofs for their buildings, may find it greatly to their advantage to correspond with the subscribers upon the subject.
S. M. & C. M. WARREN,
92 Pearl St. between Vine and Race,
May 19-1* Cincinnati, Ohio.

PADUCAH & VINCENNES RAILROAD.



NOTICE is hereby given that BOOKS FOR THE SUBSCRIPTION TO THE CAPITAL STOCK in the Ohio River and Wabash Railroad will be opened one week after date, at the Office of the Ohio and Mississippi Railroad Company, in Cincinnati, under the superintendence of Eben B. Reeder, H. H. Goodman, and James C. Hall, and will continue open till the first day of June next. JOHN W. JONES,
May 16.–1* Sec'y of Commissioners.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

RAILROAD LETTING.



PROPOSALS will be received at our office in Cincinnati, until Wednesday, the 8th day of June next, for the clearing, grubbing, grading, and masonry of the line of railroad from Cincinnati to Cambridge City, Indiana, about 60 miles.

Plan and profile of the road will be ready for examination about ten days before the letting.

The road passing through a dry and healthy country, where supplies are abundant, offers great inducements to contractors. There will probably be one short Tunnel, and the grading and masonry will be heavy. The work to be commenced immediately after the letting, and will be paid for by monthly estimates.

Offers for part pay in stock of the road will be favorably considered. A. DEGRAFF & CO.

Cincinnati, May 12-4t.

To Railroad Contractors.



THE Memphis and Charleston Railroad Company offer for contract the grading and masonry on 43 miles of their Road, extending from La Grange, Tennessee, eastwardly.

Bids will be received at La Grange, until May 25, 1853.

Twelve months time will be given for the completion of contracts.

Payments in cash monthly, with a reservation of 20 per cent. until final estimate.

By order of the Board of Directors.

JAMES F. COOPER,
Chief Engineer.

Huntsville, Ala., April 8, 1853.—ap14-7t.

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIR

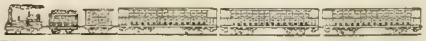
No. 64 Second St., one door west of Broadway
†mr10

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BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the office of the Clinton Line Railroad Company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging, and superstructure of their entire road from Hudson to the Pennsylvania State line.

Plans, profiles and specifications will be exhibited, and all requisite information given at the office of the Company in Hudson, on and after the 10th day of May next.

By order of the Board of Directors.

H. N. DAY, President.
W. B. BRINSMADE, Engineer.

Hudson, March 20, 1853.—ap7-6t

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
Texas.....1400 " ....Capt. James Lawless,
Perseverance .1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;

Cincinnati,	"	Kountz,	"	Saturday;
Brilliant,	"	Grace,	"	Sunday;
Pittsburgh,	"	Campbell,	"	Monday;
Messenger,	"	Klinefelter,	"	Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

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22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

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FORWARDING MERCHANTS,

STEAMBOAT TRANSPORTATION AGENTS,

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Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
6*mr17

FOR RENT.

BRICK FOUNDRY,

IN COVINGTON, KY.,

ADJOINING the Morrell Works. The moulding room is one hundred feet by seventy, and a finishing shop seventy feet by thirty; three stories high.

MORRELL, SHOEMAKER & Co.,
mr10-tf No 64 Second street.

CINCINNATI TYPE FOUNDRY.
AND
PRINTER'S WAREHOUSE.
L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

PHILADELPHIA

Type and Stereotype Foundry.

THE subscribers would call the attention of Printers to the greatly reduced prices of their present list. They now offer

Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
Brevier	42 "	Diamond ..1	60 "

Determined to spare no expense in making their establishment as perfect as possible, they have recently got up a complete set of justly celebrated SCOTCH-CUT LETTER, from Diamond to English, to which they particularly invite attention.

Having lately made numerous additions to their stock of Fancy Types, Borders, Ornaments, &c., their assortment is now unrivaled in the United States; and their improved methods of casting, and of preparing metal, enable them to furnish orders in a manner to insure satisfaction.

Printing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a printing office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, &c., &c., stereotyped with correctness and despatch.

N. B. Specimen Books will be sent to Printers who wish to make orders.

L. JOHNSON & Co.,
†mr3 No. 6 Sansom street, Philadelphia.

BOOKS.

Railroad and Route Book
FOR THE SOUTH AND WEST.

CONTAINING the hours of departure, fare, stations, and distances upon upwards of

Eighty Railroads.

Also, the towns, distances, and steamboat information relating to

10 Western and Southern Rivers.

With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.

Made up and Corrected Quarterly.

From information obtained directly from head quarters.

Price Fifteen Cents.

The Traveler's Companion.

Being a complete Guide through the

West and South.

Containing, in addition to the

Rail Road and Route Book,

Accurate descriptions of towns, cities, and places of note, on all the principal routes; with historical notes, statistical tables, and much other information useful to travelers. Bound in muslin, price 50 cents.

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Nos. 167 and 169 Walnut St., Cincinnati.

The New American Form Book,
AND LEGAL GUIDE.

CONTAINING reliable information relative to LAWS, FORMS, OF INSTRUMENTS UNDER SEAL, &c., required by business men, mechanics, farmers, and all persons engaged in buying, selling, or making contracts of any kind. With instructions for acknowledging, proving, recording, or transferring any instrument in writing in any State in the Union.

It has, also, correct forms for applications for PATENTS, LAND WARRANTS, BOUNTY LANDS, PENSIONS, &c., which will enable applicants to transact business with the government offices speedily and satisfactorily.

Arranged by a member of the Cincinnati Bar. In one 12mo volume, bound in leather. Price $1.

OPINIONS OF THE PRESS.

"A reliable manual of commercial and legal forms has long been a desideratum in the West, and this work will doubtless supply that want. We have carefully examined it, and find the chapters on promissory notes, bills of exchange, partnership, arbitration, &c., very comprehensive, yet concise. Here merchants will find the law without its jargon and verbiage. The forms of deeds, mortgages, leases, and other conveyances of land are admirable for brevity, yet we find them containing all the covenant and material points of the old complicated conveyances. The directions for drawing deeds, for executing and acknowledging them, in the several States and territories, must prove highly valuable to all who wish to draw such instruments"—Judge WARDEN, *Cincinnati Citizen, Sept.* 17, 1852.

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AND

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At No. 167 Walnut Street, Cincinnati.

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NOTES ON THE CROPS AND RAILROADS.

We have just taken a trip up the Miami country, amid scenes which have been familiar for thirty years, and which are among the most beautiful in the United States,—Green county—its verdure-covered plains—its clear running waters, and health-stirring air. An excursion of this sort, however brief, just at this season, gives the observer one piece of information worth knowing—the true condition of the crops. With the condition of the crops almost all other things have some connection; even bad morals may be traced, in part, to a want of sufficient food, and certainly temporal wealth is intimately related to it. In one of our numbers, we gave the agricultural exports of Ohio, which, taken in relation to the State or community, is a clear gain or addition to the capital of the State. In 1852, the exports of agricultural products from Ohio exceeded *forty millions of dollars*, and the assessment of property in the State will show that the State has gained that much. Shall we do as well in 1853? From present appearances, the crops of 1853 will be better than the last. There may always be "a slip between the cup and the lip," but just now the prospect is universally promising. We note down some things we observed, by way of information.

Fruit. Every species of fruit promises a full crop; while last year there was a failure in the most important fruits. The peach orchards are now full bearing, some trees too heavily loaded. Cherries are out well.—Small berries are abundant, and there is nothing yet to prevent a good apple harvest. Thursday night, (the 19th,) was cold, with frost; but the frost was not sharp, and did no harm. The peach orchards on the Little Miami are much larger, and more numerous than they were but a few years since; so that if the fruit ripens, there will be a great abundance.

Wheat. The wheat fields look well, but it strikes us that in the Miami country there is less breadth of land than in former years. Within sixty miles of Cincinnati, land may be profitably used for so many purposes that the great staple crops are reduced.

Corn. The corn is generally two or three inches out of the ground, (on the 20th,) and looks very flourishing. Some farmers are already plowing it, and the great improvement of the country may be seen in the neatness of fields, which now have scarcely a weed in in them.

Grass. The grass is not only well-doing, but after the recent rains looks more fresh and beautiful than the garden sward. Nothing can exceed the richness of its verdure.

Potatoes. This article also, which in its homeliness is often not noticed, has come up well.

In fine, the crops which are now up are all looking remarkably well. Should there not be a disastrous summer, there will be a harvest of fruit, grain, and vegetables fully equal to the wishes of the most hopeful.

Railroads. We may say something of the Miami roads from the seeing of the eye. The *Little Miami* was never in so good order; and under the efficient management of our friend, W. H. Clements, is, in our opinion, as safe and comfortable as any one in the United States. The "Lightning Line," as it is called, is a delight to those who like railroad traveling. The rail solid, the time made to a minute, and the whole as comfortable as a railway can be. This train leaves Cleveland at 8 A. M., and arrives in Cincinnati at half past 5 P. M., 9½ hours. The distance being 254 miles, the running is 26 miles an hour, including stops; but the actual *running* is 38 miles an hour. We came from Xenia to Pendleton, the first depot, in *two hours*—60 miles. We stopped 23 minutes, at Waynesville, Morrow, and Loveland. We were, therefore, one hour and 37 minutes in *running* 60 miles; which is about 38 miles per hour.

Hillsboro' Railroad. This road wants *ballasting*. Toward the Hillsborough side the cars shake a good deal.

Wilmington and Circleville R. R. We saw the track of this road graded, at Morrow, and some iron laid. The work has gone on very efficiently, and the Company is provided with ample means. It will be finished at an early day.

Dayton and Belpre R. R. The work has commenced on this line, between Dayton and Xenia. The Company expects to have the cars running from Dayton, through Xenia and Jamestown, to Washington, next summer.

Lebanon and Xenia R. R. It is confidently expected by the friends of this Company, that the work will be prosecuted with vigor. Plans are also formed to carry the

line on from Xenia to Delaware, thus making the shortest line, northeastwardly through the State.

Taken as a whole, we have never known the State of Ohio, rapid as has been its growth in numbers and wealth, more flourishing than it is at present.

If our State Legislature will be kind enough to be idle awhile — reform themselves more, and the public less — let banks and brokers alone—and not tax the people more than they can bear — we shall be the most prosperous community ever known. God is gracious, nature munificent, and art progressive. The only thing the people really fear is their own servants! We have at least ten times more laws enacted in this State than the people need. The consequence is, that one half the laws are made to repeal or alter the other half! It is a continual repetition of codifying codes; which results in the multiplication of lawyers and lawsuits. But we doubt whether demagogues will be able to flourish much longer on that system of things.—Progress, without reform, has about run to seed.

Railroads.

CINCINNATI, HAMILTON & DAYTON R. R.

ANNUAL REPORT.

We have before us the THIRD ANNUAL REPORT of the President and Directors of the Cincinnati, Hamilton and Dayton Railroad Company; from which we are enabled to obtain the *elements* of the road for a *complete* year.

The road regularly commenced work on the 1st of October, 1851, and on the first of April, 1853, had been eighteen months in business. From the report of the Secretary and Superintendent the following facts appear:

Length of road	60 miles
Cost, viz.:	
Construction, equipment, and real estate	$2,508,011
Cost per mile	41,800
Capital stock	1,694,000
Loans	906,000
Gross receipts of 12 months, from April 1, 1852 to April 1, 1853	321,793
Transportation expenses	120,836
Net earnings	$200,957
Interest of net earnings, as above, on total cost, viz.: $2,508,011	8 per cent.
Deducting from net earnings interest and insurance for one year—net interest on capital	9 per cent.

The report of the Superintendent shows the following facts:

Passengers carried	236,828
Passengers per mile	3,931

The least number of passengers carried was in December last, and the largest number in March. The *passenger* receipts were to the freight receipts as 19 to 12.

Mr. L'Hommedieu, (President,) states that the business of the road is rapidly increasing, and considers that its new extensions and branches will still further enhance its profits.

INDIANA AND ILLINOIS CENTRAL R. R.

In our 12th number, page 181, we gave some items relative to this road, since which we have been favored with a copy of a pamphlet containing the organization, engineer's report, &c., of the Company, from which we gather the following elements, viz:

It was organized under the railroad law of the State of Indiana, on the 17th of January, 1853, with a capital stock fixed at $2,000,000, in shares of $50 each. The termini of the road to be Indianapolis, on the east, and Springfield, Ill., on the west; the intermediate distances to be as nearly an air line as may be, and not to diverge from such direct line to secure subscriptions to its capital stock. The number of directors to be seven. Eight per cent. interest to be allowed on all stock subscriptions prepaid in full, and seven per cent. on all other stock payments; interest payable in stock at the completion of the road.

From the engineer's report we gather as follows:

From Springfield to Decatur, in Illinois, 26½ miles, the road was in the hands of the Naples and Decatur Co., and is now nearly completed, leaving to be built as follows:

From Decatur to	Miles.
Sangamon river	2.00
Little Kaskaskia	14.20
Main do	31.80
Branch of Illinois Central Road	36.40
Embarrass river	41.60
New Albany	42.60
State line, Ind	76.20
Wabash river, at Montezuma	84.20
Rockville	92.70
Bainbridge	115.40
Danville	130.60
Indianapolis	150.10

Total distance from Indianapolis to Springfield, 186.60 miles, of which 75 miles are within the borders of Indiana, and 111 in Illinois, including the Naples and Decatur Road, (and not 75, as given in our former article, which should have read between Decatur and Indianapolis.)

From the Sangamon to the Wabash river, 80 miles, the line is direct, (70 of it an air line,) and the grades exceedingly easy. The crossing of the Wabash, at Montezuma, is rendered easy by means of Raccoon creek, which follows the line of the road five miles, and empties into the Wabash, rendering the grade slight and the work light. After cross the Wabash, the line runs through prairie for three miles; thence the ascent is gentle until the summit of the table lands is reached at Rockville, eight miles from the river; from thence, eastwardly, the country is considerably broken, and will be the most expensive portion of the route; from Eel river to Indianapolis the country is generally upland and undulating, the main expense of which will be the bridging of several creeks, and White river at Indianapolis. The maximum grade, east of the Wabash, is 40 feet to the mile; but an additional expenditure of some $100,000 could reduce it to 26 feet—the maximum west of the river—and would be economical to do so, the saving in the wear of machinery, and the better time that could be made, being considered. The estimated cost, including right of way, salaries, depots, machinery, rolling stock, &c., for 150 miles, is $1,883,897, being $12,553.14 per mile. Estimated cost per mile for graduation, masonry, and bridging, $3,325.99. These estimates are made with reference to the present high prices for iron.

The country through which the road will pass is remarkably fertile, as a general thing. In Indiana, it passes through the immense coal regions of Parke and Vermillion counties; one furnace in this latter county now manufacturing 1,800 tons annually. A heavy transportation trade for the road will be found in these minerals, as well as supplying interior Illinois with lumber.

The completed and prospective connections of this road at the West are far-reaching, while its intersections open northern and southern outlets to trade. At Indianapolis, its connections branch in every direction, making it one of the longest through lines, east and west, in the Union.

For further and more recent items we refer to our first article on this road.

CINCINNATI AND MARIETTA R. R.—A party of engineers are now out locating the east end of this line, so as to come into the city as speedily as possible. The line, at this end, will run from about a mile east of Blanchester — to which point it is now let and working—to Milford, where it will cross the Little Miami. This section, about 24 miles, is almost a straight line, and about seven miles nearer than from the same point, (Blanchester,) by the Hillsborough Railroad. The whole distance to Chillicothe, by this line, will be about 88 miles; a very direct line for a railroad.

THE CONSOLIDATED COMPANY from the Hudson to Buffalo, is to be known by the title of the "New York Central Railroad Company." The Albany *Journal* says the committee on behalf of the several roads recommend that the directors of the respective companies should meet on the 17th inst., to execute the agreement, and that the stockholders' meeting to ratify the same shall be on the 29th of June next, at such place as the respective Boards should appoint. The first election to be held on the sixth day of July next, at the City Hall in Albany.

COLUMBUS, PIQUA AND INDIANA R. R.

We are indebted to J. M. Ewing, Esq., Secretary of this road, for additional particulars, from which we gather the following elements:

The road extends from Columbus, O., to Union, Ind., a distance of 102 miles, running through the following places, or stations, viz:

From Columbus to	Miles.	
Pleasant Valley		17
Milford Center	15	32
Urbana	14	46
St. Paris	11	57
Piqua	15	72
Covington	6	78
Hunter's	11	89
Union	13	102

It is laid with T rail, 60 lbs. to the yard, costing some $10,000 per mile. It was commenced in 1851, and will be completed from Columbus to Urbana, 46 miles, by the 1st of July next, to Piqua by Oct. 1, and to Union by Jan. 1, 1854.

The connections, westward, of this road are numerous, and very valuable. At Columbus, its eastern terminus, it unites with the various roads from the north, south, and east centering there; and at Union, its western terminus, it unites with the Indianapolis and Bellefontaine, of the same gauge, also with the proposed Fort Wayne and the Chicago roads. Its intersections are also valuable, viz: at Piqua, with the Dayton and Michigan, and the proposed Louisville and Lake Erie air-line roads, and at Greenville with the Dayton and Miami Road. It thus connects all sections of the great West with the central lines of roads through our State. The officers of this road are,

Hon. M. G. Mitchell, President;
Joseph M. Ewing, Secretary;
William Scott, Treasurer;
A. G. Conover, Chief Engineer;
And a Board of twelve Directors.

Henderson and Nashville R. R. Co.—The contract for building this road was let last Wednesday to Messrs. Vanberger, Ritter & Co., upon very satisfactory terms to the directory. They have taken the first section, extending from Henderson to Madisonville, and the third section from Hopkinsville to Trenton.

The ground on the road will be broken on Wednesday, the 22d of June next, at which time there will be a barbecue given.

☞ The council of Toledo passed a resolution on Saturday evening last, authorizing the issue of bonds of that city, to the amount of $50,000, as a stock subscription to the Dayton and Michigan Railroad. Also, another resolution authorizing the sale of the stock owned by the city in the Toledo, Norwalk and Cleveland Railroad, "at a rate not less than will indemnify the city for the amount of bonds issued, and the interest paid thereon."

COLUMBUS AND PARKERSBURG RAILROAD.

PROPOSED ROUTE.

Amid the numerous newly projected roads, and their name is legion, we note an effort of the city of Columbus to connect herself with the Ohio river at Parkersburg, to open a through line to Baltimore. The citizens of the Hocking Valley are stirring in the matter also. A meeting was held at Nelsonville on the 20th ult., to make the preliminary arrangements for the organization of the Company. The road is designed to pass from Columbus through Lancaster and Logan, to some point on the Hillsboro' and Parkersburg Road near Athens, being in length less than 70 miles, over a location eminently favorable for railroad construction, having but few curves, and grades not exceeding ten feet to the mile. By means of a short branch of some six miles in length, this road could be continued on from its junction with the Hillsboro' and Parkersburg Road, to Pomeroy, thus opening the rich coal and iron mines, as well as salt works of that vicinity to central Ohio, and the portions of Indiana connecting by railroads at Columbus. There can be little doubt that this trade could be made very profitable to the road, aside from its passenger travel.

Its friends are sanguine as to its success as a through line from the East to the central part of this State, via the Baltimore and Parkersburg Road. We are inclined to doubt the availability of this road as a *through line;* but have no fears as to its way trade being sufficient to warrant its construction.

Eel River Valley Railroad.—A consolidation has been effected between the Eel River Valley, Cincinnati and Logansport, and Crawfordsville and Logansport Railroads, the new Company assuming the name of the Eel River and Crawfordsville Railroad. The contract of the Eel River Valley Railroad with W. B. Olmstead & Co., for the completion of that road, was confirmed, and they advertise in the Logansport papers for proposals for the clearing, grubbing, grading, masonry, bridging, and furnishing of ties for the Auburn and Eel River Valley Railroad, from Logansport to the east line of DeKalb Co., Indiana. At that point it is to unite with the Northern Ohio and Indiana Road, which will soon be under contract from Toledo to Goshen.

The Cincinnati, Michigan and Indiana Railway.—We see by our exchanges that a Company under the above title has located a road from New Castle, northwardly, to Wabashtown, and that Messrs A. DeGraff & Co. have taken the contract to construct the same on favorable terms. We have no particulars to give, not having any knowledge of its location.

HILLSBORO' AND MAYSVILLE R. R.

A large meeting was held at Winchester, Adams Co., on Tuesday, 17th inst., to take into consideration a project for constructing a railroad between Maysville, Ky., and Hillsboro', O. Numerous addresses were made, and the subject was discussed by various speakers, and books for subscriptions were opened at once; committees to solicit further subscriptions along the proposed line were also appointed, after which, the meeting adjourned to meet at the call of the Chairman.

Should this route succeed, it will interfere with the prospects of the Pittsburgh and Maysville route, as proposed, by taking up the means along the line in the counties of Adams and Highland, which would otherwise be subscribed to that line. What particular object is proposed to be obtained by this cross-connection, we are at loss to see, inasmuch as no through route between any distant points could be made by it; nor does it open any direct communication with any principal outlet.

We are strongly in favor of building railroads, wherever they can be made with any prospect of eventually paying the cost, deeming them of great benefit to the country at large, however poorly they may repay the stockholders; but we must acknowledge that we can not see wherein this road can be made a paying one.

We feel fully assured, that should some central line be adopted for the Cincinnati and Portsmouth Road, and the amount of means to be raised for this proposed road from Hillsboro' to Maysville, expended upon that route, thereby securing its early completion, Adams, and all the neighboring counties, would be much more benefited, than by the construction of this one.

Terre Haute and Joliet:—Proposed Road.—"The cry is still they come."

A Company has been organized and officers elected, to construct a road between the two points above named. Books for subscription were opened on the 21st ult., and $100,000 subscribed — one of our exchanges says $1,000,000, but this must be an error. Middleport, Iroquois Co., will be a point on this road also, which will give Terre Haute a connection with Peoria, via the Logansport and Pacific road.

The Hon. Joel A. Matteson is President of the Company, and under his management, assisted by an energetic directory, the friends of the enterprise anticipate its early completion.

☞ Railroad Companies, or others, needing the services of a competent *Engineer and Draughtsman*, in the city of New York, are confidently referred to the card of Charles W. Copeland, Esq., in our columns.

COLUMBUS AND LAKE ERIE RAILROAD.

The Mt. Vernon *True Whig* says: "Three more bills in Chancery have been filed in the Richmond Common Pleas, to foreclose the mortgage upon, and sell the Columbus and Lake Erie Railroad for the payment of its debts. The probability is that these bills will multiply, and the road must, when they come to a final hearing, be sold—in which event it is to be feared, the individual and county stock of Knox will be lost. Hope it may be otherwise, and trust this dire calamity may be averted."

Some time ago, an offer for the stock of Knox county, *at par*, was made by John R. Robinson, Esq., of Mansfield, which was refused by the Commissioners. Since then, we believe, an arrangement for the consolidation of the road with the Mansfield and Sandusky Railroad, was partially effected, but finally defeated by the refusal of the same Commissioners to give their assent to it. Time will show whether in both, or either of these instances, they have acted wisely, though in any event we should be sorry to see Knox county the loser.

We regret that the condition of this road is such as to lead to any such result as that hinted at above. It is a link in what is now daily becoming a very important connection, and ought to pay a good dividend. It is 61 miles long, and was completed in January, 1851, at a cost of $1,170,000, and has since been leased to, and run by the Sandusky City and Mansfield Company, at 8 per cent. per annum on its cost. We hope that arrangements will be made to obviate all necessity of loss upon its stock.

Southwestern R. R.—We learn that the Southwestern Railroad Company (whose line is to connect Danville, Ky., with Winchester, Tenn.,) has contracted with W. Ferguson & Co., of Cleveland, Ohio, for the construction and equipment of the entire line of their road in Tennessee. According to the terms of the contract, the road is to be delivered over to the Company, in running order, by the first of August, 1855. The contractors are able and efficient, and will put forward the work with energy.

The reader will recollect that this is the line which is to connect Cincinnati with Pensacola and Mobile, via McMinnville, the Central route. Whatever may happen in the over-doing of railway business, we think it unquestionable that this great *Central South-Line* will always be profitable.

Between Danville and Winchester, about $1,350,000 of stock has been obtained, and there is no reason to doubt the completion of the *entire line* from Cincinnati to Winchester, via Lexington, Danville, Sparta, and McMinnville.

BROWNSVILLE AND RIO GRANDE RAILROAD COMPANY.

We notice that a road has recently been chartered in Texas under the above title.—Commencing at some point near Brazos, and following the course of the Rio Grande, to any point or points on that river the Company may see fit to select. From a perusal of the charter, we see that the Company is to receive from the State eight sections of land (640 acres each) for every mile of road completed ready for use, upon the completion of five miles. The land is to be selected, *in alternate sections*, from any unappropriated public lands in the State, and be located within one year from the issuing of the certificates. And this land shall be alienated by the Company, one fourth within six years, one fourth within eight years, one fourth within ten years, and the remainder within twelve years, so that the whole of the land thus obtained shall pass from the hands of the Company within twelve years from the date of the patents therefor.

This grant of land is to be null and void, provided the Company shall not actually commence the road within three years, and complete and finish at least ten miles within five years.

The first meeting of the Commissioners is to be held at Brownsville on the first Monday in June next.

Should the road not be commenced within five years, and at least twenty miles be completed within six years, this charter shall be null and void.

The style of rail to be used shall be **T**, or the inverted **U**.

When but a few short years since General Taylor established his camp at Fort Brown, who would have dared to have prophesied this? We are a progressive people!

Wilmington, Circleville and Zanesville R. R.—This work being fortunate enough to secure a heavy stock subscription in the beginning, and having abundant credit, has proceeded with energy and rapidity. The iron is now laying down between Morrow and Wilmington; and we understand that cars will run from Cincinnati to Lancaster this summer.

There has been very little "wind" work, but a great deal of *hard* work on the route, which is better. The time is near, when the stockholders will reap the fruits of their enterprise.

Cincinnati and Western Railway.—We understand that a heavy force is now at work on this line, between Cambridge City and Newcastle. The Northern Line, from Newcastle to Grand Haven, has also been (in large part) put under contract toDe Graff & Co.

The Cincinnati end of this line (the Western Co.) is likely to have *a paying* stock.

BUREAU VALLEY RAILROAD, ILL.

So universal is the railroad mania at this time, that it is difficult to keep an account of the numerous projects with any accuracy.—Scarcely do we open an exchange, that some new project does not meet our eye; and should we attempt to chronicle all of them, we should need much more space than our columns now furnish. We hesitate many times to make mention of them, unless we feel assured that there is some probability of their ultimate completion. Among the infected districts, none seem more prolific in producing new routes, than the northern sections of Illinois, where numerous lines are already in operation, and a large number more projected. Among these latter is the Bureau Valley Railroad.

A meeting was held at Southampton, Peoria Co., Ill., on the 21st of March last, in reference to this road. Committees were appointed, and resolutions in favor of its construction adopted. The object of the road is to unite Peoria with some point on the Chicago and Rock Island Road, and thus open a connection between those two points, independent of the uncertainties of river navigation. The road will pass through the prairies west of the river, thus bringing them into market for settlement at once. Where it will intersect the Rock Island Road, has not yet been decided. A proposition is now before the people of Peoria, to assist in building this road, and such aid will doubtless be granted. Peoria will then be the head of steamboat (passenger) navigation on the Illinois river.

The Mississippi and Missouri Railroad, Iowa—Proposed Route.—A large and enthusiastic convention assembled at Fairfield, Iowa, on the 20th ult., for the purpose of making arrangements for the construction of a road from the Mississippi river, at Burlington, to the Missouri river, at the mouth of Platte river. Numerous resolutions in favor of the road were passed; also, one requesting the Governor of the State to call a special meeting of the Legislature on the 2d Monday in June next, for the purpose of passing a law to authorize county subscriptions to the stock of the road. Numerous committees were also appointed to solicit individual subscriptions to the capital stock. The project is well received along the proposed line, and is intended, undoubtedly, as an arm outstretched toward the great Pacific route.

☞ The citizens of Mercer and Marion counties, Ky., have engaged the services of Alonzo Livermore, Esq., to survey a route from some point on the Lexington and Danville Railroad, through Harrodsburg and Lebanon, to connect with the Nashville and Louisville Railroad, at some point in Hart or Barren counties.

RAILROAD EARNINGS.

LITTLE MIAMI RAILWAY.

The earnings of this road for the week ending May 1st, were as follows:

1853	$10,224 53
1852	9,456 45
Increase	$768 08

MACON AND WESTERN RAILWAY.

The receipts of this road for the month of April, were:

1853	$20,903 72
1852	21,625 64
Decrease	$721 92

BALTIMORE AND OHIO RAILROAD.

The receipts of this road for the month of April were:

Main Stem.		
Passengers		$43,211 18
Freight		157,008 41
Total		$200,219 59
Washington Branch.		
Passengers	$26,787 67	
Freight	5,739 80	
		32,527 47
Total		$232,747 06

Being an aggregate increase of $113,341 over the corresponding month of last year.

MICHIGAN SOUTHERN RAILWAY.

The receipts of this road for the month of April were:

1853	$112,855 34
1852	48,472 00
Increase	$64,383 34

The receipts for the first four months of the year were:

January	$50,022
February	58,621
March	86,866
April	112,855
Aggregate	$308,364

MICHIGAN CENTRAL RAILWAY.

The earnings of this road for the month of April compare as follows:

1853.		
Passengers		$58,061 77
Freights		43,896 96
Total		$101,958 73
1852.		
Passengers	$35,783 24	
Freights	21,511 12	
		57,294 36
Increase		$44,664 37

The aggregate receipts of the two last mentioned companies are upward of $100,000 per month; yet they *can not afford* signal men upon their roads, or lights upon their engines.

PENNSYLVANIA CENTRAL ROAD.

The earnings of this road for April were $270.112, which amount is $65,317 ahead of last year. The whole excess since the 1st of January is $402,673, or 57½ per cent.

NEW YORK AND NEW HAVEN RAILWAY.

The receipts of this road for the month of April, were:

1853	$65,482 68
1852	56,317 89
Increase	$9,164 79

NEW YORK CITY RAILROADS.

The following is a correct transcript from the monthly returns of the Sixth and Eighth Avenue Railroads:

Months.	6th Av. R.	8th Av. R.
August, 1852	$5,363 77	$175 15
September	10,649 92	12,586 43
October	12,101 63	15,580 26
November	12,335 32	15,016 74
December	12,455 03	15,507 17
January, 1853	13,110 64	15,911 90
February	12,493 17	15,817 66
March	16,040 79	20,094 96
April	18,414 82	21,640 68
Total	$112,865 09	132,360 95

CHICAGO AND ROCK ISLAND RAILROAD.

The receipts of this road for April were as follows:

For Passengers	$24,364 07
Freight, mails, &c	3,958 33
Total	$28,322 40

This shows a gratifying result, inasmuch as the arrangements for the freighting business were not completed, and only one passenger train a day had been run. On the 1st of the present month, a second train for passengers was put on, and equipments for freighting were being completed. This road was opened as far as Peru, March 20. It is proper to add that the road is operated by the contractors, and that there is every reason to expect that they will have it completed to the Mississippi river, at Rock Island City, on or before the 10th of July, next year; at which time they purpose delivering it to the Company, being a year and a half sooner than the time named in the contract.

THE NEW YORK STREET RAILWAY.—The Railways in the streets of the city of New York are not permitted to run on without interruption from legal and other impediments. The track on the Eighth Avenue is enjoined by the courts. A few nights since, along Church street, they were encumbered by the property holders, with building materials deposited on the track, and by carts and drays placed there. The trains were prevented from reaching their destination at Broadway, either through Church or College Place. The injury to the Company was not great, but about 60,000 travelers in two days were compelled to tramp through the mud three or four squares in consequence.

PITTSBURGH AND SPRINGFIELD R. R., ILL.

This is another of the *new* roads recently projected. We gather from the Springfield *State Register* that the books for subscription to the capital stock have been opened, and that a meeting of the Commissioners for the organization of the Board was held at Petersburg on the 17th inst., when John Bennett, of Petersburg, was elected President of the Board.

This road, starting from Springfield, runs on nearly an air line to Petersburg, thence to Havanna, Lewistown, Cuba, Ellisville, St. Augustine, Berwick, Monmouth, and to Keithsburg, or New Boston, on the Mississippi river intersecting the Military Tract Railroad and the Peoria and Oquawka Railroad, and, by the road from Monmouth to Rock Island, connecting the Upper Mississippi, and forming the great connection of Iowa and Western Illinois with St. Louis. The region through which this road passes is not excelled in wealth, fertility, population, and resources, by any in the State.

What connection *Pittsburgh*, a portion of its name, has with the road, our informant does not say. This vagueness in information of this nature is, to say the least of it, very unsatisfactory to the reader, and should be avoided.

RALEIGH AND GASTON R. R. Co., N. C. A general meeting of the stockholders of this Company was held in Raleigh on Tuesday last. John D. Hawkins, Esq., presided, and R. W. Hyman, Esq., of Warrenton, acted as Secretary. Perrin Busbee, Esq., represented the stock held by the State.

L. O. B. Branch, Esq., president of the road, submitted the report of the directors, &c., showing the following exhibit of receipts for the six months preceding the 31st March:

For Freight	$27,368 40
For Passengers	17,382 83
	$44,751 23
For carrying mail	4,403 64
Whole amount of receipts	$49,154 87

In the month of March over $10,000 were received by the road; being the largest amount of receipts ever realized on it before in any single month. This is a most flattering indication of the rapidly increasing prosperity of the road.

A resolution was passed, nem. con, authorizing the president and directors of the Raleigh and Gaston Road, in accordance with the act of the General Assembly, to receive any amount of subscriptions which may be indispensably necessary to complete the connecting link between Gaston and Weldon.

The amended charter of the Company, being the act of the last Legislature concerning the Raleigh and Gaston Road, was read and unanimously adopted.—*Wilmington Com.*

☞ A new track between Rochester and Syracuse, N. Y., to be completed some time this month, will lessen the distance from Buffalo to Albany 22 miles, and enable the entire line to be run in less than 13 hours.

DAYTON AND MICHIGAN ROAD.

At an election for Directors of this Company, the old Board was re-elected, with the exception of two, and is composed of the following named gentlemen: T. J. S. Smith, of Montgomery; J. G. Telford, of Miami; H. S. Mayo, of Miami; Wm. Barbee, of Miami; Jos. Brown, of Miami; Hugh Thompson, of Shelby; Dr. C. T. Pomroy, of Putnam.

The Board then organized by electing Dr. J. G. Telford, President; H. S. Mayo, Treasurer, and R. Gibbs, Secretary.

The road north of Troy will be prosecuted vigorously, and will be in running order to Sidney by next fall. It is also expected that the entire line to Toledo will be completed within the time specified in the contract.

The Dayton *Gazette* says of this Company: "It is said, that on the day preceding the election, the directors voted themselves $3,500 each, for *services* during the year, which amount was taken in stock. It is said that Mr. Barbee, the President of the Company, took $50,000, and T. J. S. Smith $10,000 in stock, payable in land. These subscriptions were made without designating or describing the location of the land, and the stock so subscribed was voted at the election. The object of these proceedings was understood to be to prevent a change in the directorship, and so keep the railway under the control of those who are opposed to making Piqua a point on the line. These movements on the part of the directors call for some explanation."

Air Line Railway from Detroit to St. Louis.—We alluded to this proposed road, in our 11th issue. We now give the route and distances as proposed, viz.:

	Miles.
From Detroit to Adrian	62½
Thence to South line of Michigan	87½
East line of Indiana	118½
Auburn, DeKalb Co., Ind	130
Logansport, Cass Co., Ind	214
Delphi, Ind	231
Lafayette, Tippecanoe Co., Ind	252
Williamsport, Warren Co., Ind	274
Danville, Vermillion Co., Ill., near East line of Illinois	295
Shelbyville, Sidney Co., Ill	378
St Louis, Mo	472

We are not yet advised how far this project has advanced. It would seem, however, that it would be but an Eastern connection (*i. e.* from Logansport) of roads already chartered, and would doubtless benefit Detroit very much by opening a more southerly terminus for the Western travel from that city than that via Chicago.

Railroad Subscription.—The citizens of Memphis have, by a majority of 1320, voted in favor of $300,000 subscription to the Louisville and Memphis Railroad. The vote of the county has not yet been received, but no fears are apprehended as to the success of the question by a decided majority.

MOBILE AND OHIO RAILROAD.

We learn from our exchanges that Capt. Childe has closed up the contracts in Mississippi for this road. From Mobile to the Kentucky line the entire road is under contract, with the exception of a few miles in Obion Co., Miss. The local works are expected to be completed by November, 1854.

The Mobile *Advertiser* says, and the advice is equally pertinent to other roads:

"Let our great Mobile and Ohio Railroad be pushed forward with redoubled energy and unflinching zeal; let all the dead weight be thrown off; let the officers, directors, stockholders, and citizens unite as one man, in urging on the enterprise, and *we shall succeed*.—Let no time be lost in parleying, in doubting, in procrastination.

The annual meeting of the stockholders is close at hand, let it be largely attended. If any thing is needed to hasten the progress of the work, let the directors tell us plainly and frankly what, and all they desire, and let the stockholders be prepared to consider and respond promptly thereto. If a change is required in any of the appointments or officers of the Company, it must be made fearlessly and unhesitatingly, and those to whose care the momentous interests of this great enterprise is committed must be cordially and energetically sustained by the stockholders and the community. Personal feelings and preferences must be set aside, temporizing expedients abandoned, and the best men and the best policy for the present emergency must be preferred and secured, if we would attain the object of our efforts. We call, then, upon the stockholders of the Mobile and Ohio Railroad Company here and elsewhere, upon its president and directors, and particularly and earnestly upon the citizens of Mobile, to give this subject in all its bearings their most patient, earnest, and unprejudiced consideration, and afterward to act with due regard to the magnitude of the interests involved and the urgent necessity there is for vigilance, promptness and energy in all departments of the work."

Akron Branch of Cleveland and Pittsburgh Railroad, between Hudson and Zanesville. This road was commenced at Hudson in August, 1851, and is completed to Akron, 14 miles. Its total length will be 104 miles, and will doubtless be completed the present year.

The Holmes county *Free Press* says of it:

The engineers have commenced locating the railroad south, from Millersburgh to Roscoe. Another corps are locating from Roscoe to Zanesville.

The road north from this place to Akron is being pushed with vigor to its completion, and we are assured that it will be ready for the iron horse by the first of August, or September at the furthest.

Much credit is due to President Perkins, the Directors, and other officers of the road, for the energetic manner in which they have performed their duties. They have labored hard, and evinced at all times a disposition to do justice to owners of land through which the road passed; in many instances paying infinitely more than the land was worth, to avoid litigation.

ARKANSAS RAILROADS.

Corporators for the "*Cairo and Fulton Railroad*" have been appointed, with authority to open books for subscription to the capital stock of said Company, and when $100,000 shall have been subscribed, the Board of Directors are empowered to proceed with the survey of the route from Cairo, Ill., to Fulton, on Red river, via Little Rock.

This is a connecting link in the great *Mississippi Valley Road* from New Orleans to St. Louis. A grant of Government lands has been made to aid in its construction, and it will now doubtless be urged to an early completion.

A road from Memphis to Little Rock is also under way, to which the city of Memphis has subscribed to the amount of $350,000.

The Helena and Holly Springs Railroad has also been organized, with a view of opening a direct communication with the Memphis and Charleston Road, and making an air line to Little Rock, to avoid the detour necessary to reach Memphis. Stock books have been opened, and some $43,000 were taken at once. As soon as $50,000 have been subscribed, the election for directors will take place, and a perfect organization be had.

These thoroughfares will open Arkansas lands to market, and make them desirable to settlers.

Logansport and Pacific R. R.—Between Logansport, Ind., and Peoria, Ill., there to connect with the Burlington, Iowa, line from that place westward. Engineers are already upon the line, surveying the route from Monticello to Middleport. An offer has been made, says the Logansport *Journal*, to prepare the road for the iron from Logansport to Middleport, and take one half of the pay in stock, and to expend $25,000 before any call is made upon the Company for means. An offer has also been made for the bonds of the Company, to the amount of $1,500,000, at a very fair rate, one half to be allowed in stock.

This is another of the numerous proposed extensions of Eastern connections across Illinois to the Mississippi river. How far it will be successful as a through route, is uncertain, but so prolific is the country through which it will pass, that a support can be had along its line.

☞ The Pacific Railroad Company has completed a road for 50 miles west of St. Louis, and it is under contract for 135 miles. Its length is to be 600 miles to the boundary of the State. The point where the road intersects the Kansas river, is the point at which Mr. Edward Beale is to take his departure on the survey of the Benton and Fremont route for a railroad to the Pacific.

EVANSVILLE, INDIANAPOLIS AND CLEVELAND STRAIGHT LINE RAILROAD.—This Company has filed articles of association, and given notice of the election of directors for the ensuing year. The new board met, and unanimously elected Oliver H. Smith, President, Willard Carpenter, Vice President, and Wm. J. Ball, Chief Engineer. The board ordered books to be opened, and to remain open ninety days for subscriptions at Evansville, Petersburg, Washington, Bloomfield, Spencer, Monrovia, Mooresville, Indianapolis, Greenfield, Newcastle, Winchester and Union.

The By-laws of the Company were passed, authorizing, among other things, stock to be taken in cash, stock and bonds in other dividend paying railroads, at cash value, and real estate lying within six miles of the line, at cash value, exclusive of perishable improvements. Payments in cash, and railroad stocks and bonds, to be on 7 per cent. interest, and real estate subscriptions 6 per cent. interest, until the road shall be completed, payable in stock. The whole line from Evansville to Union is to be immediately run and located. The construction to commence (as soon as the engineers can prepare it for letting) at Evansville and Indianapolis, and the 150 miles between those cities to be made ready for the iron, before the construction of the section of 75 miles, from Indianapolis to Union, be commenced.

PITTSBURGH, MAYSVILLE & CIN. R. R.

At a meeting of the citizens of Malta, Morgan Co., the following proposition was submitted by the President of the above named road:

Office of the Pittsburgh, Maysville and Cincinnati R. R. Co., April 27, 1853.

The Board of Directors having agreed to locate and place under contract that portion of their Road from McConnelsville to Cambridge upon the condition that $150,000 of stock subscriptions be secured in Morgan Co., &c. As to the extension of their road west of the Muskingum river, I pledge the Company that when the $150,000 has been subscribed as required, and an additional sum of $160,000 has been subscribed to the capital stock of this Company by those interested in said extension, the Company will without delay proceed to locate and put under contract their line of road from McConnelsville to the point of intersection with the line of the Cincinnati, Marietta and Wheeling Railroad.

T. W. PEACOCK, Pres't.

Upon which, it was resolved that the proposals be accepted, and the necessary subscriptions be procured to extend the road as proposed.

Thus we see that this road has every prospect of success.

☞ R. B. DOCKSTADER, recently elected President of the Southern Michigan Railroad Company, died at Laporte, Ind., on the 18th inst., of apoplexy. He was on his way to Adrian, where a meeting of the Board of Directors was to be held.

IMPROVEMENT IN COAL CARS.—We have seen a model of a patent car recently put in operation between this city and Philadelphia, for the transportation of coal, lime, and other coarse bulk freight, which is extremely simple and ingenious, and will doubtless come into general use, particularly for the transportation of coal. It consists of two wrought iron cylinders, of sufficient length to suit the track, with the felloe or rim of a railroad wheel slipped over each end and substantially riveted to it. In the center of each cylinder is placed a partition the whole length and depth of the same. On the head of each cylinder is fastened the journal, which rests on and works in boxes placed underneath the frame, and are thus connected together. The door extends lengthwise; the cylinder, between the wheels, is in four equal parts, and hinged in the usual manner, and is secured by an iron rod passing through the wheels and over the same. The contents thus revolve with the cylinder, and their abrasion is prevented by the centrifugal force produced by the usual velocity attained on railroads, and the partition placed in the cylinder, also effectually prevents the same during the necessary slow motions on the road. The car has been tested with success on the Reading Railroad, and is highly approved by distinguished engineers. We understand the Parker Vein Company contemplate the adoption of them for the transportation of their coal. *Baltimore Patriot.*

THE GIRARD RAILROAD.—We have before us the annual report of the President and Directors and of the Chief Engineer of the Girard Railroad Company for the year 1852; from which we learn that the Company are making gratifying progress in the construction of the road bed from Girard southward to Chunenuggee, to which portion they have hitherto devoted all their available means.—That part of the road extending from Girard to Cuthbert (22½ miles) is under contract, and it is believed will be ready for the iron rails by the first of November proximo. A locomotive and several cars have also been contracted for, but no iron has yet been purchased. We learn from the President of the road, Mr. Hardaway, and the Chief Engineer, Mr. Raney, both of whom are now in this city for the purpose of enlisting a deeper interest in the work on the part of Mobilians, that they have means in hand and prospective to carry the road to Greenville, Butler county, and that if we desire its extension to Mobile we must put our shoulders to the wheel to push it along.—*Mobile Advertiser.*

JUNCTION RAILROAD — INJUNCTION DISSOLVED.—A rehearing of this case has been had, and we are informed that the injunction against the Junction Railroad Company, restraining it from subscribing stock, or aiding in the construction of the Port Clinton Railroad, was so modified as to confirm to the former Company all its rights as granted in the Railroad Consolidation Law of 1851-2.

The right of the Port Clinton Road to build a bridge across Sandusky Bay has already been settled by Judge McLean, in the U. S. Circuit Court.

We understand that the complainants asked leave to file a supplementary bill, which was granted, and the case continued. Under the above decisions the Port Clinton Company is permitted to proceed with the construction of the bridge.

LEXINGTON AND FRANKFORT RAILROAD.

The annual meeting of the stockholders of the Lexington and Frankfort Railroad Company was held in this city on Monday last.

From the report of the directors, the total receipts of the road for the past year appear to have been.....	$87,421 69
And the expenses.....	43,250 99
Leaving as net profits.....	$44,170 70

Equal to a fraction over 9 per cent., on the capital stock of the Company, after paying the interest on its debt.

The question of dividends having been referred by the directors to the stockholders, it was determined to make a stock dividend of all the profits of the Company amounting in the aggregate to 21 per cent. on the capital stock, after reserving a sufficient amount to cover contingencies and deterioration. Additional stock to this amount will therefore be issued to each holder of stock on the first day of June next. Persons holding certificates which have not been transferred on the books of the Company will see the necessity of having the transfer made immediately.

A committee was appointed to confer with the citizens of Georgetown on the subject of the branch road from that place to Payne's.

A resolution was offered and unanimously adopted, approving of the action of the directory in reference to the crossing of the Company's road by other lines, and leaving the whole subject to their uninstructed discretion.

The same Board was unanimously re-elected, and at a subsequent meeting of the Board, W. A. Dudley, Esq., was again unanimously chosen President.—*Lex. Obs. & Rep.*

COLUMBUS, DUBLIN, AND MARYSVILLE R. R., OHIO.—A meeting was held at Dublin on the 14th inst., for the purpose of considering the propriety of constructing a road from Columbus, via Dublin, to Marysville. Corporators were selected from the meeting, who were requested to have the route surveyed, and estimates made of the probable cost of the same, and report in two weeks.

This road will connect at Marysville with the Marysville and Bellefontaine Road, and there intersect the Mad River and Lake Erie Road, and be eventually continued on to Lima, or some other point on the Ohio and Indiana Road. The country through which the road is proposed to run is very fertile, and needs transportation facilities for its products.

RAILROAD TO SHELBYVILLE, IND.—The engineers are now engaged in locating a railroad from Columbus to Shelbyville, through the Haw patch. The road is designed as a branch of the Madison and Indianapolis Road. The route is very level, and through one of the most fertile districts of land in the world.

☞ At a recent meeting of the stockholders of the Nashville and Chattanooga Railroad Company, it was resolved, that the president and directors of the Company be allowed to borrow money on the credit of the Company, to an amount not exceeding the sum of $650,000.

RAILROAD COMPANY ELECTIONS.

Cincinnati, Hillsborough and Parkersburg Railroad.—The Board of Directors have unanimously re-elected James M. Trimble, Esq., President, and D. J. Fallis, Esq., Secretary and Treasurer, of this Company for the ensuing year. Edward Morris, Esq., is continued as Chief Engineer.

The Board of Directors of the Maysville and Lexington Railroad Company, on the 11th inst., re-elected Henry Waller, President, and Joseph F. Broderick, Secretary and Treasurer.

Jeffersonville Railroad.—The following gentlemen were recently elected directors of this road: Geo. W. Merriwether, J. Keigwin, Wm. Riddle, Thomas J. Martin, J. Woodburn, James Guthrie, W. G. Armstrong, W. F. Collum, M. G. Bright, J. J. Kester, Wm. Hughes, D. Ricketts.

The Model Locomotive for Japan.—We learn from the Philadelphia *Ledger* that the order given in January last, by the United States Government, to Messrs. Richard Norris & Son, for the building of a model locomotive, tender, and passenger car, to be presented to the Emperor of Japan, has been filled, and in a few days will be forwarded to this city, preparatory to being shipped to Japan. The model will be accompanied by Mr. Charles Montgomery, a practical engineer, who has been delegated to explain to the Japanese the power of steam as applied to locomotives, and the great revolution brought about by means of this agency throughout this and other countries wherein it has been introduced. The locomotive is complete in every particular, as also the tender and passenger car. The capacity of the locomotive is estimated at nine tons; the tender is four feet long, two feet two inches wide, and is placed upon double trucks. The passenger car is ten feet long, two and a half feet wide, and two feet ten inches high. It is constructed of rosewood, and finished in the most exquisite manner, with revolving seats, covered with crimson. Every other feature about the car is in keeping with the best taste and judgment. A railway track will also be sent to Japan with the locomotive and its appendages.

☞ We see by our exchanges that the wreckers at Key West, Florida, have succeeded in raising a locomotive sunken on board the brig Cimbrus some time since, on its way to New Orleans for the New Orleans and Opelousas Railway. It was overhauled and found perfect in all parts; steam was raised and the wheels set in motion; it worked perfectly, only needing a track to show its full power. It will be sent back to the North by order of the underwriters.

Wheeling and Wellsville Railroad Extension.—The entire line of this road, from Wellsville to Bridgeport, opposite Wheeling, was let to contractors on the 10th and 11th inst., at Wellsville. The contractors take 25 per cent. of the estimated amount of labor in the stock of the Company. There were 35 sections. The heaviest contractor appears to be Mr. H. W. V. Colt, who takes eight sections; Strain & McIntosh, and Robinson, Fletcher & Co., take four sections each. The other sections were taken by ones and twos.

Our Wellsville cotemporary indulges, we think justly too, in a little self gratulation upon the prospect of the speedy completion of this continuation, and the benefits that will accrue therefrom to his town, which will then, he says, "be bound by 'iron ties' with Baltimore and other Atlantic cities of the East."

The Stillwater Railroad: From Dayton to St. Marys, via the Stillwater Valley.

As chroniclers of railway progress, we give the name of the above road, which we gather from our exchanges is contemplated to run as above, though we can not get full particulars from the same source. The towns through or near which it will pass, are Houston, Cynthiana, Minster, Bremen, St. Marys, Celina, &c., all thriving places, and needing transportation facilities. The Stillwater Valley lands are spoken of as exceedingly rich and productive, and peculiarly fitted for cheap railroad construction.

We understand that responsible men have the matter in hand, and intend pushing it vigorously to completion.

Owl Creek Valley R. R.—This is another of the proposed through lines in the State of Ohio, being a connecting link from Mt. Vernon, via Mt. Gilead, Marion and Kenton, to Lima, where it will unite with the Ft. Wayne Road to Chicago; while at its eastern terminus it connects with the Springfield, Delaware, Mt. Vernon and Pittsburgh Road, opening a through line to Pittsburgh and the East. A meeting of the directors was recently held at Mt. Gilead, when it was determined to put the road under contract at once. When the line from Coshocton to Mt. Vernon shall be completed, it will open a connection with this road to Pittsburgh much more direct, via the Steubenville route.

Danville, Ky., Railroad.—B. Magoffin, Esq., addressed the people of Mercer Co., at Harrodsburg, on the 2d inst., in behalf of the railroad project from the Danville road, via Harrodsburg, Bowling Green, &c., to intersect the Nashville and Louisville Road, and the best evidence of the efficiency of his speech was furnished in the fact that some $25,000 in stock was subscribed on the spot.

ACKNOWLEDGMENTS.

We are indebted to the kindness of our friends of the Memphis *Eagle and Enquirer*, for a copy of "*An address on Railroads, delivered before the Memphis Library Association, Feb'y 10, 1853*," by Dr. Wm. A. Booth. Also for a pamphlet on "*The Louisville and Memphis Railroad*," both of which shall receive our early attention.

We commend the *Eagle and Enquirer* to the notice of such of our friends as desire to keep posted in events at the South and West, as worthy of their regard.

S. S. L'Hommedieu, Esq., President of the Cincinnati, Hamilton and Dayton Road, has also furnished us with a copy of the "*Third Annual Report*" of that road, which we present in our columns in a condensed form. We are also indebted to W. H. Baldwin, Esq., late President of the Hillsboro' and Cincinnati Railroad, for a pamphlet copy of his "Protest," presented at the recent election for directors of that Company, May 9th, 1853.

Indiana Central Railroad.—The Richmond *Palladium* of the 6th inst. says, that it is the intention of the Board of Directors of this Company to place a set of hands to work at night upon the heavy jobs on this road.—The deep cut and high fill west of Centerville is the only obstacle to the completion of this road in three months from this time; and with the proposed arrangements of working day and night, the Company will be enabled to complete the road to Indianapolis at least by the first of October next.

Dayton, Xenia and Belpre R. R.—This line is now under contract to Washington, (Fayette Co.,) and the men at work between Dayton and Xenia. The line passes from Xenia, through Jamestown, to Washington, a distance of about 44 miles; thence they will unite with the Cincinnati and Marietta Railroad, at some point at or east of Chillicothe.

This road has one great advantage, in being a coal road for a large part of Ohio and Indiana, which can not be supplied so cheaply by any other line.

Zanesville, O.—From the *Aurora*, we gather that Zanesville is becoming largely a manufacturing place, having no less than five extensive establishments for iron casting, locomotives, millwork and machinery generally, railway cars, &c., &c., as well as others for stoves, hollow ware, and the like.

We are pleased to see this evidence of prosperity in this city. It will soon become somewhat of a railway center, and will find full employment for all the shops now in operation. It is already one of the many instances that can be adduced in evidence of the impetus given by railroad progress.

MARTINSVILLE AND FRANKLIN RAILROAD; from Martinsville, Morgan Co., to Franklin, on the Madison and Indianapolis Road, was opened for business on Monday of week before last. The distance is some 25 miles; the cars run in daily connection with the Madison and Indianapolis Railroad, thus opening up the White river country to an Eastern market. This road is somewhat circuitous, passing through Morgantown and Liberty, a section of country where a railroad is much needed.

Miscellaneous.

WEIGHING GOLD IN THE BANKS OF ENGLAND.—One of the most interesting and astonishing departments within the whole compass of the Bank of England is the weighing department, in which, with the rapidity of thought, and a precision approaching to the hundredth part of a grain, the weight of the gold coin is determined. There are six weighing machines, and three weighers to attend to them. Large rolls of sovereigns, or half sovereigns, are placed in grooves, and are shaken one at a time, by the motion of the machine, into the scale. If they are of standard weight, they are thrown by the same mechanical intelligence into a box at the right side of the person who watches the operation; if they have lost the hundredth part of a grain, they are cast into a box on the left. Those which stand the test are put into bags of 1000 each, and those below par are cut by a machine and sent back to the mint.

☞ The London correspondent of the *National Intelligencer*, writes, that among the new inventions may be mentioned a patent for a combination of lead and zinc, under the name of *Plumbic-zinc*. It consists of distinct layers of each metal, perfectly united in a peculiar process of manufacture—one side thus presenting a surface of pure lead, the other of pure zinc, combining the stiffness of the latter with the durability of the former. A sheet of metal is thus produced which proves as hard and durable as of lead several times its weight and thickness, while, in peculiar situations, the zinc is laid undermost, and is thus protected from atmospheric action, or the effect of acid vapors or liquid, by the preservative power of the lead. The Mining Journal thinks highly of the invention.

INJUNCTION DISSOLVED.—The injunction against the Commissioners of the Sault Ste Marie Canal, restraining them from executing a contract with Messrs. Corning and associates, has been dissolved.

A second injunction case in the same matter has been heard by Judge Douglass, and a similar decision may be anticipated.—*Plain Dealer.*

FALLS OF OHIO—INDIANA CANAL COMPANY. Our readers are already well aware, that the present canal at Louisville, is utterly insufficient for the purposes intended. In fact, the canal and the falls together, constitute one great nuisance, which is alike injurious to commerce, and disgraceful to the country.

There are about 100 steamboats that can not pass the canal. This is a great obstruction to commerce. The remedy is a canal on the Indiana side. The Government will never make the work, or if it does, it will not be made as useful as if in the hands of a commercial company. The State of Indiana has granted a liberal charter; an engineer has made a report, and the work can be made at a rate which will insure a very large profit to the stockholders.

Mr. C. H. Henshaw has now charge of this enterprise, and we trust that he may find capital enough to complete it. It will *pay* better than most of the enterprises now so readily undertaken.

COMPRESSED AIR CARRIAGE.

The Buffalo *Rough Notes* says: "This is decidedly the age of inventions, and it has been generally supposed, that the Yankee mind was as prolific in getting up new and wonderful 'wrinkles,' as that of any nation on the globe. An account has reached us, however, of a recent invention, that throws all Yankeedom into the shade. It is in the shape of a 'Compressed Air Carriage.' The *Presse* (Paris) says it has seen, upon the Champs, this carriage, containing two persons, proceed for 20 minutes, at the full speed of a horse, by means of a cylinder of compressed air, of so small a volume that you might put it in your pocket. The inventor thinks he has obtained a practical plan of utilizing compressed air, and has discovered a means of compressing it at a merely nominal cost. A paper on the subject has been read to the Academy of Sciences. M. Julienne proposes to adapt the principle to carriages and street vehicles merely, to which it may be applied with immense economy and perfect safety. With a small cylinder, a party of two or three may take an airing at the Bois de Boulogne at any rate of speed, from a walk up to a gallop. An afternoon's ride will cost perhaps a franc. You will have no hay or oat bill to pay, nor any coachman to remember, for you will do your own steering. Depots of cylinders will be established in all quarters of Paris; you will purchase one or two, and when exhausted of air, you will send them to be renewed. A very slight alteration in the present style of carriages is required to adapt the new principle to them. It would not be expensive even to build new ones, owing to their simplicity. M. Julienne does not make public the means by which he concentrates the air, and it will be safe to wait till we can see, before we believe. Immense sums have been expended in experiments upon the compression of air, during the last twenty years, but no practicable results have ever been obtained."

NEW PIECE OF ORDNANCE.—A new piece of ordnance for batteries and ships has been invented by Robert Armstrong, 1st Dragoon guards, Royal Barracks, Dublin. Its superiority over the old battery guns, consists in its being capable of being brought to bear upon any object within an angle of ninety degrees without the necessity of moving its carriage, therefore fewer men will be required to work it. A ship armed with guns of this description could bring the whole of her broadside to bear upon any small object within the angle of ninety degrees, without moving a single carriage. It is particularly adapted for bow and stern chasers. A ship, either pursued or pursuing, could bring at least two thirds of her broadside to bear upon the enemy, without altering her course one single point, which could not be done with the ordnance now in use. In the event of a bombardment, every gun, in the short space of two minutes, could be converted into an inverted mortar if required. In batteries, they possess the same advantages over the guns in present use, and at least three or four men less will be required to work them, as there will be no lifting to the right or left with handspikes; the metal of the gun is all that is moved when required to fire either to the right or left. He has also invented a field piece on the same principle; a battery of which, when brought into action, will not require to have their carriages moved about, unless a change of front is actually required, and in which the sliding scale in the breech is dispensed with altogether. It is, we believe, the intention of the inventor to dispose of the invention and models when convenient, as he, perhaps, may not have an opportunity of exhibiting them at the Dublin Crystal Palace.—*United Service Gazette.*

NEW IRON ORE.—The *Forest City* says: "A gentleman from Tuscarawas county, Robert Nofskir, showed us a specimen of iron ore of remarkable richness, found in the woodlands between Zoar and Canal Dover. It yields 80 per cent. of iron of most excellent quality. He says it exists in abundant quantities in that section of the country. The ore is attracted by the magnet as powerfully, almost, as pure iron. We learn that some enterprising gentlemen of this city will have its quality properly tested, and its extent ascertained. The discovery may prove of immense value. Mr. Nofskir left a specimen of this ore in our possession."

MAGNIFICENT ENTERPRISE.—The hydraulic canal at Niagara Falls is about to be commenced and vigorously prosecuted to completion. A company with a capital of $500,000 has been formed, embracing men of wealth and enterprise in New York and Boston. The canal will be three fourths of a mile long, seventy feet wide, and ten feet depth of water; and is to be cut with perpendicular sides through a solid limestone ledge. The water power is the most magnificent in the world; unlimited in supply, and unaffected by either flood or drought—having all the upper lakes for a *retaining*, and Lake Erie, twenty-two miles above, for a *distributing* reservoir. There is a clear fall, including the rapids and the cataract, of full two hundred feet.—*Balt. American.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	103	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	90	95
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	95
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	87	90
Frankfort and Lexington	1st " "	6			
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	96	97
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	102	104
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	93	94
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Mansfield and Sandusky	1st "	7	1860	85	87
Do do	2d "	10	1853-7	100	105
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	107	108
Do Southern	1st " " "	7	1860	102	103
Milwaukie and Mississippi	1st " " 1857	8	1862	101	104
New Albany and Salem	" on 1st section	10	1858-62	108	109
Do do	" on other sections, convert.	8	1864-75	96	97
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	119
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	100	101
Northern Indiana	1st mortgage, not convertible	7	1860	102	103
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section	7	1861	101	103
Do	1st " " east "	7	1864	103	104
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	109	110
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	120	121
Parkersburgh	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	79	80
Bellefontaine and Indiana	50	101	104
Chicago and Rock Island			
Cincinnati Hamilton and Dayton	100	109	111
Cin. Wilmington and Zanesville	100	60	80
Cleveland, Columbus and Cin	100	127	129
Cleveland, Painesville and Ashtabula.			
Cleveland and Pittsburgh	50	101	102
Columbus and Lake Erie	50	55	70
Columbus and Xenia	50	116	118
Covington and Lexington	50	71	72
Dayton and Michigan	50	60	70
Dayton and Western	50	75	80
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100		
Hillsboro' and Cincinnati	50	73	78
Illinois Central	100	130	135
Indiana Central	50	87	90
Do do 10 per cent	50	90	95
Indianapolis and Bellefontaine	25	97	100
Indianapolis and Lafayette	50	72	75
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	82	85
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	124	126
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	92	95
Madison and Indianapolis		102½	103
Marietta and Cincinnati	50	55	70
Maysville and Lexington		60	
Michigan Central		117	118
Michigan Southern		130	131
New Albany and Salem	50	63	66
New York and Erie	100	88	90
Northern Indiana		130	131
Ohio Central	50	95	100
Ohio and Mississippi	50	90	92
Ohio and Pennsylvania			
Panama		120	122
Pennsylvania	50	100	101
Peru and Indianapolis	25	67	70
Sandusky and Mansfield			
Scioto and Hocking Valley	50	65	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveladn		108	110

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	108	109
Do	6	1862	114	115
Do	6	1867	120	120½
Do	6	1868	119½	120
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "		1868	120½	121
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	110	111
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		
Do do Internal Impt.		1847	91	92
Do Interest do		....	62	63
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	36	38
Do do deferred	5	....	11	15
Do special preferred	5	....	18	22
Do do deferred	5	....	9	10
Kentucky, 30 years	6	1871	109	110
Do 15 years	6	....	105	107
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	103	104
Do	6	1860	108	109
Do	6	1870	114	115
Do	6	1875	116	118
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	....	109	110
Do	5	....	95	96
Virginia Coupons	6	1886	109	110
City Securities.				
Albany	6	1867-9	106	107
Allegheny	6	1872	94	96
Baltimore	6	1870-90	108	109
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	103	104
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	107	100
Do	5	1858-60	100	101
Do	5	1870-5	103	104
Do	5	1890	104½	105
Philadelphia	6	1876-90	105	106
Pittsburgh	6	1869-71	96	97
Do coupons		1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	101
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			107	108
Lafayette, Cincinnati, (closing)				
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			113	115
Northern, and Branches			115	117
Southern, and Branches			103	106
Bank of Louisville			115	116
Kentucky Trust Co			99	100
Farmers' Bank of Kentucky			105	106
Newport Safety Fund Bank			100	102
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
MISSOURI.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			98	100
Planters'			97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.			
California, ℔ oz	$17 55	@	$17 65
Spanish Doubloons	17 10	@	17 20
Patriot Doubloons	16 10	@	16 20
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 06	@	1 06½
Portuguese gold	1 00	@	1 01
SILVER.			
American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 06	@	1 09
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$168	$171
80 acre warrants	84	87
40 acre warrants	42	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, May 21, 1853.

$2,500		Whitewater Canal Certificates	14 00
15	Shares	Kentucky Trust Co. Bank stock, bid	100 50
20	"	Cincinnati Fuel Company, per share,	5 00
25	"	Mad River and Lake Erie Railroad stock, bid	92 75
20	"	Covington and Lexington Railroad Company stock	71 50
30	"	do do do	71 50
10	"	do do do	71 50
40	"	Cincinnati Coal Mining Company, per share	withdrawn
50	"	Cleveland and Pittsburgh Railroad stock, bid	101 25
105	"	Dayton and Michigan Railroad stock	passed.
10	"	Indiana Central Railroad Co. stock	90 00
5	"	Indianapolis and Bellefontaine Railroad stock	97 00
36	"	Cincinnati Insurance Co., old stock,	23 00
95	"	do do do new stock, $8.25 paid in on each share, per share	7 00
50	"	Washington Ins. Co. stock, $10.75 paid in on each share, per share, bid,	9 87½

Wednesday, May 25, 1853.

5	shares	Cincinnati, Springfield and Lebanon Turnpike Stock, per share	4 00
3	"	Cincinnati, Columbus and Wooster Turnpike Co. Stock, per share	4 00
100	"	Cincinnati Coal Mining Co. stock, per share	2 25
15	"	Kentucky Trust Co. Bank stock, bid	100 50
100	"	Dayton and Michigan Railroad Company stock	no bid.
20	"	Covington and Lexington Railroad Company stock	71 75
15	"	do do do do	71 50
20	"	Eaton and Hamilton Railroad stock,	72 25
2	"	Hillsboro' Railroad stock, bid	73 50
65	"	Indianapolis and Bellefontaine Railroad stock	97 00
33	"	Indiana Central Railroad Co. stock	89 25
6	$100	Indianapolis and Bellefontaine, 6 per cent. convertible Bonds. First mort., bid,	95 50

MONETARY.

The Eastern Money Market still continues easy, with a full supply and active demand, at 6 to 7 per cent. for prime endorsed paper on short time, unendorsed from 7 to 9 per cent. The Banks are discounting freely for their customers. Foreign Exchange has been active at from 109½ to 110; the Market closing at the latter rate for leading drawers. In consequence of this advance in Exchange, further shipments of gold, to the amount of some $600,000, have been made.

The Stock Market has presented a rather dull appearance, especially among the fancy Stocks. The New York Central Railroad Consolidated Stock, rates at 125, a slight decline from 139½. Government Stocks remain firm, with but slight sales. The Revenue receipts are very heavy; the amount now subject to the order of the U. S. Treasurer, is upwards of $20,000,000. The estimated revenues of the Government for 1853, will amount to $60,000,000.

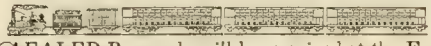
Land Warrants, especially 160 acre Warrants, are in demand at advanced prices.

At the West, the Money Market presents a quiet appearance, though the demand is steady and fully equal to the supply. The Banks are discounting for their customers to the extent of their means. Street rates from 9 to 12 per cent. Eastern Exchange we quote at our former rates, though the balances at the East in favor of the West are increasing. We see that Exchange in St. Louis upon the East, has been quoted at par. We also learn that one of our City Banks has been drawing for its customers only, at half per cent.

In Stocks we note but slight activity, and that only in the better class, in which we quote a partial advance. Cincinnati, Hamilton and Dayton Company Stock is in demand at from 109 to 111; quite an advance, but probably well sustained, as the trade of the road must increase.

Real Estate seems just now to be a favorite investment with capitalists, and is consequently quite active, especially for city lots.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the Engineer's Office of the Cincinnati, Hamilton and Dayton Railroad Company, until the 10th of June, for the graduation, masonry, bridging, track—laying and ballasting of the second track of the Cincinnati, Hamilton and Dayton Railroad between Cincinnati and Hamilton.

Proposals to state at what time the work will be completed.

Profiles and specifications can be seen, and other information obtained at the Engineer's Office in Depot building, Cincinnati, Ohio.

By order of the Board of Directors.

S. S. SPAFFOR, Chief Eng'r.

May 24, 1853.—2t.

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No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3



ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y.

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S
Lithographic Establishment,
CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
†mr3

General Map Establishment,
No. 3 College Hall, Walnut Street,
CINCINNATI.
E. MENDENHALL,
MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

HOTELS.

GIBSON HOUSE.
Walnut, between Fourth and Fifth Streets,
CINCINNATI, O.
Opened March 1st, 1852.
O. H. GEFFROY,.....*Proprietor.*

WALNUT STREET HOUSE.
Walnut Street, between Sixth and Seventh,
CINCINNATI, OHIO.
J. W. SWENEY,..... *Proprietor.*
☞ This House has recently been enlarged and refitted throughout.

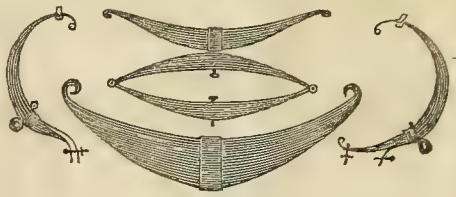
WINNE HOUSE.
North-East corner of Third Street and Broadway,
CINCINNATI, OHIO.
K. WINNE,..... *Proprietor.*
☞ This new, elegant, and commodious Hotel is now open to the traveling public.

NEW WORKS
ON CIVIL ENGINEERING.

The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by
WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

McDANEL & HORNER,
LOCO-MOTIVE  **AND CAR SPRING**
MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to
McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

HEWSON & HOLMES,
Auctioneers & Commission Merchants.
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

FOR SALE.
A Taylor Cylinder Printing Press,
With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000—will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

CLINTON ROBSON & Co.
BRASS FOUNDERS,
No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.
MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

To Railroad Companies.

THE subscribers, who were the first to introduce
Warren's Fire and Water Proof
COMPOSITION ROOFS
in the West, would respectfully invite the attention of the Presidents, Superintendents, Engineers, and Contractors of Railroads, to their mode of roofing; as combining economy, durability, and safety in a degree superior to any other. Their Composition Roofs are well adapted not only to private dwellings, but to Warehouses, Railroad Depots, Sheds, &c., and have been extensively used on several Railroads with great satisfaction.

Being largely engaged in manufacturing, we propose selling to Railroad Companies our Roofing materials at a LOW PRICE, and to furnish a competent person to superintend the work, if desired; or, if prefered, to put on the roof at a certain price per square.

Companies that have not determined on some other kind of roofs for their buildings, may find it greatly to their advantage to correspond with the subscribers upon the subject.

S. M. & C. M. WARREN,
92 Pearl St. between Vine and Race,
May 19-1* Cincinnati, Ohio.

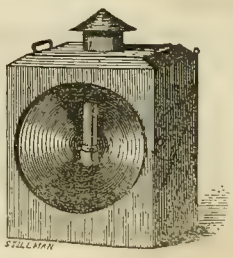
TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

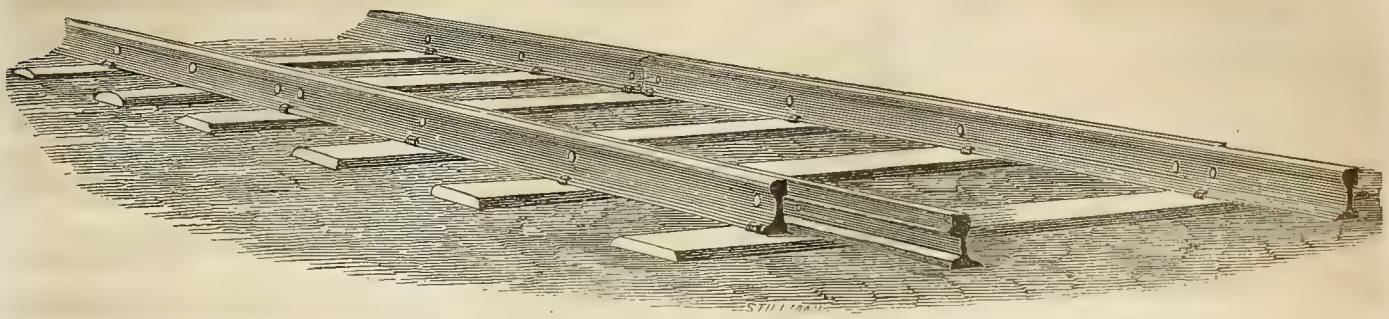
LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Bellefontaine and Indiana Railroad.

OPEN TO SIDNEY.

Trains will run DAILY between

CLEVELAND AND SIDNEY,

Commencing Monday, April 25, 1853.

Trains going East,

Will leave Sidney at 6.30 A. M., connecting at Bellefontaine, at 7.45 A. M., with the Morning Train north on the Mad River and Lake Erie Railroad; and at Galion with the Trains north and south on the Cleveland, Columbus, and Cincinnati Railroad, arriving at Cleveland in time for the Evening Trains east on the Cleveland and Erie Railroad, and the Cleveland and Pittsburgh R. R.

Trains going West,

Will leave Cleveland at 9 A. M., on the arrival of the Lake Shore Train; leaving Galion at 3 P. M.; connecting at Bellefontaine with the Evening Train south on the Mad River and Lake Erie Railroad, at 6.20 P. M., and arriving at Sidney at 7.30 P. M.

CHAS. SELLERS, Sup't.

May 5-1*

FULTON CAR MANUFACTORY,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Open and covered Freight Cars, four or eight-wheeled Crank and Lever Hand Cars, Trucks, Wheels, and Axles, and Railroad Work generally.

Cincinnati, Ohio, April 14, 1853.—†ap14.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.

Apply to J. A. & U. P. JAMES,
No. 167 Walnut st.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

Leave Cincinnati for Dayton at 1.15 P. M
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

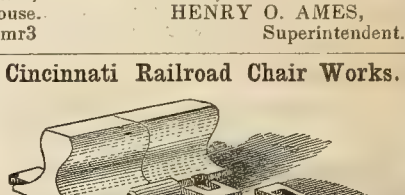
FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
Superintendent.

6*mr3

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House.

W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

RAILROAD LETTING.

PROPOSALS will be received at our office in Cincinnati, until Wednesday, the 8th day of June next, for the clearing, grubbing, grading, and masonry of the line of railroad from Cincinnati to Cambridge City, Indiana, about 60 miles.

Plan and profile of the road will be ready for examination about ten days before the letting.

The road passing through a dry and healthy country, where supplies are abundant, offers great inducements to contractors. There will probably be one short Tunnel, and the grading and masonry will be heavy. The work to be commenced immediately after the letting, and will be paid for by monthly estimates.

Offers for part pay in stock of the road will be favorably considered. A. DEGRAFF & CO.

Cincinnati, May 12-4t.

To Railroad Contractors.

THE Memphis and Charleston Railroad Company offer for contract the grading and masonry on 43 miles of their Road, extending from La Grange, Tennessee, eastwardly.

Bids will be received at La Grange, until May 25, 1853.

Twelve months time will be given for the completion of contracts.

Payments in cash monthly, with a reservation of 20 per cent. until final estimate.

By order of the Board of Directors.

JAMES F. COOPER,
Chief Engineer.

Huntsville, Ala., April 8, 1853.—ap14-7t.

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIR

No. 64 Second St., one door west of Broadway
†mr10

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors

AND CAR BUILDERS.

THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

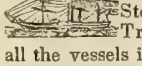
PADUCAH & VINCENNES RAILROAD.

NOTICE is hereby given that BOOKS FOR THE SUBSCRIPTION TO THE CAPITAL STOCK in the Ohio River and Wabash Railroad will be opened one week after date, at the Office of the Ohio and Mississippi Railroad Company, in Cincinnati, under the superintendence of Eben B. Reeder, H. H. Goodman, and James C. Hall, and will continue open till the first day of June next. JOHN W. JONES,
May 16.–1* Sec'y of Commissioners.

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana	1300	tons	Capt. J. Smith.
Mexico	1200	"	Capt. H. Place.
Texas	1400	"	Capt. James Lawless.
Perseverance	1000	"	Capt. Thos. Forbes.
Yacht	500	"	Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3.....McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean,	leaves on	Friday;	
Cincinnati,	" Kountz,	"	Saturday;
Brilliant,	" Grace,	"	Sunday;
Pittsburgh,	" Campbell,	"	Monday;
Messenger,	" Klinefelter,	"	Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,

FORWARDING MERCHANTS,

STEAMBOAT TRANSPORTATION AGENTS,

No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

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No. 14. CINCINNATI, THURSDAY, JUNE 2, 1853. Vol. 1.

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E. D. MANSFIELD, Editor.

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THE ADVANCE IN PRICES.

CAN THEY BE SUSTAINED?—INFLUENCE UPON RAILROADS;—ASSESSMENT OF OHIO.

The rapid and immense advance of *prices* attracts universal attention, and demands the serious consideration of that large class of persons known as *Speculators*. But *who* are Speculators? We know not where the limit of that community may be found. At least, it is certain that it embraces a very large number of the most active, enterprising, and often wealthy men. In regard to the question of prices, there are already two classes of opinions There is a large number of sagacious and experienced people who think that they see the signs of inflation so manifest in 1836.—On the other hand, there are others who say that *this* piece of property *must* advance, and *that* stock be profitable, when they are selling at *double* what they did three years before!

We are among the few who maintain that even *prices* are subject to *fixed laws*, and that those laws can be ascertained by the application of principles. We are in a position not to care whether prices take one course or the other, and will, therefore, take the liberty of stating a few facts and principles; leaving the conclusions mainly to others.

In the first *three* numbers of the Record we stated the precise statistical facts in regard to the currency. We stated the rapid *increase* of currency, the *permanent supply* of the gold mines, and the consequent extreme probability, almost certainty, that the solid currency of the country would *continue* to increase.—It is obvious, in this state of fact, that between 1850 and 1860–'70, or any other fixed period, there would be a *rise of prices*. All experience has proved this. There never was, in the world, an increase of currency without an increase of prices. So far, we have gone with the general current, in the admission of a certain and entirely natural rise in the markets of commerce.

But the question remains, is this entire rise to take place in two or three years? Or, is there no limit to price? Shall we sell a house for a million, as they once did a tulip for a thousand dollars?

The danger is that rise in prices will be *anticipated;* in which case there will be a relapse, when in fact there was no solid reason for it. But how is that relapse to be *produced?* Every reasoning man sees at once that with an increasing currency, a decline of price would be absolutely *impossible, if every thing was paid for when bought.* But what is the fact? Not more than *one fourth* the price agreed to be paid is actually paid. What follows? *Three fourths* the price remains as outstanding debt, based, as to amount, entirely upon what the parties to the transfer *think* of the future. One hundred millions is *agreed* to be paid, of which twenty-five only *is* paid. Now, if the price be paid, as it usually is, on what the property is supposed to be worth under the increased currency — but that increased currency is not to take full effect under ten years, while the payments are to be made in four years — then it is plain the purchaser must be able to *carry*, as the Brokers say, his purchase six years without a dollar of profit, but, on the contrary, paying interest, or he must fail. This is precisely the state of things which occurs in Wall street, N. Y. — in what is called a "*pressure*," and is precisely what occurred in the whole country in 1836–7.

The question then is, *are* we *anticipating?*

We propose, for our own satisfaction, as well as that of our readers, to give the subject a little investigation. *First*, we will try to ascertain the *facts* in relation to prices;—next, we will try to ascertain the general *debt* of the country;—lastly, we will endeavor to ascertain the annual *addition to capital*, and the annual increase of currency. These are difficult problems, but we believe they can be approximated.

First. As to the increase of prices, what are the *facts?* In our article on the exports of Ohio, we showed that Ohio, in 1852, made from her agricultural products *forty millions* of dollars — certainly a great amount — and ten per cent. on the value of her lands. If we suppose that her merchants, manufacturers, and capitalists made half as much more, we shall have quite enough. Sixty millions, then, may be taken as the net profit of Ohio in 1852, and a very large profit it was. Now let us turn to the assessed value now going on in this State. A new assessment is made this year, (it is made every three years,) and we have some of the results. In Cincinnati, the increase of personal property is 33 per cent. This is not too much; for a great amount of money at interest in Cincinnati has always escaped taxation. In regard

to *real property* in the State, we have the following paragraph from the *State Journal:*

"The appraisement of real estate, we understand, has commenced in some parts of Franklin county, and the value of land will be greatly increased over the last valuations. In Jefferson, we learn, they are a least fifty per cent. higher. In the State generally the vast increase in the value of real estate will add some *hundreds of millions* to the basis of taxation. The per cent. of taxes next year should not be so high, by at least one third, as they are now. We shall have seven or eight hundred millions on the duplicate in the spring of 1854."

No intelligent man doubts that the property of the State is *worth* eight hundred millions; but assessments are *relative*, and at this rate we shall have an increase of full 40 per cent.

The Vinton Co. *Republican* says: "Property has greatly increased, and is rapidly increasing in value — locations are eagerly sought after in our midst, and we are safe in saying that $100,000 worth of property, in this county has changed hands in the past two months."

We have no doubt that property in Vinton county, under the influence of the *Cincinnati and Marietta Railroad, ought* to advance; nor that it is worth what it is sold for. We simply state the *fact*, as an evidence of the general rise. We see, then, that in Hamilton, Franklin, Jefferson, and Vinton, there has been a most rapid rise in property, and we presume this is the case elsewhere. In these counties, the rise may be taken as new and striking testimony to the vast influence of railroads on property. *But* it will be observed that a very large part of this is *in anticipation*, for three fourths of the roads counted are *not in operation*. They will be, and they will produce their beneficial effects. The question is, are not these effects *anticipated*, and anticipated on *credit?*

Let us now turn from Ohio to other parts of the country. There are many States where speculation on the prices of an increased currency are carried beyond the dreams of operators in Ohio. New York and Illinois may be taken as examples of these. The out-property of New York, and the stores of the city are beyond the prices of 1836, which were afterward proved to be the merest moonshine. There is a more solid basis now; but, is credit less? What *time* do New York merchants give their distant debtors? Is it any less than in 1836? So in Illinois. Look at the sudden advance in Northern Illinois. The country is fast improving, there is a solid gain in every thing; but then does that authorize an advance of prices which in a sober community does not take place in half a century? We can not forget that in 1836, from $500 to $1,000 per acre were offered and refused for land on the Maumee river, for which the owners could not afterward get fifty!

But we hasten on. We have before us the Knoxville *Register*, which contains these paragraphs: "We mentioned a week or two since some facts with reference to sales of lands in East Tennessee. The other day we heard of another to this effect: A gentleman who a year or two since procured a grant of land from the State at a cost of *one dollar and sixty cents*, or *one cent per acre*, has within a month or two sold the same lands for *twenty-five thousand dollars.*"

The lands of East Tennessee have heretofore been greatly undervalued, and there is, therefore, room for rise. We give this fact, however, in common with others, as evidence of a general and *rapid rise in prices*. This may be taken as proved; for the same class of facts as we have above advanced may be found in almost every newspaper of the country.— It would not be difficult to prove that there has been within three years a rise of 40 per cent. on all the merchantable property of the country, taken in the aggregate. This being the case, we shall proceed in another number to discuss the question of *debt and credit*.— This is the really important feature in the rise of prices.

In the mean time we must advert to the effect of this rise of prices on the construction of railroads. While we hear on all sides of new schemes and new enterprises, in the way of railroads, it is plain that a rise of 40 per cent. in prices must, sooner or later, seriously obstruct their progress. If there be no check to commercial credit, there will nevertheless be a check in every species of mechanical work, by nearly doubling the capital required to carry it on. Take the following example of the advance of the cost of an *average* mile of railroad in Ohio.

	1850.	1853.
A day's labor	$0 80	$1 20
A ton of iron	50 00	70 00
An acre of land	20 00	30 00

The comparison between 1850 and 1853 will be as follows:

	1850.	1853.
Grading	$12,000	$18,000
Wood structure	1,000	1,400
Iron	3,000	4,200
Way and depots	1,500	2,100
Machinery	1,000	1,400
Contingencies	1,500	2.100
	$20,000	$29,200

It thus seems that a mile of railroad, in 1853–4, will cost $9,200 more than it would three or four years since. In the construction of 100 miles now, nearly a million of dollars more are required than would have been then. The estimates of engineers confirm this view of the subject; for those we have seen in this year are fully 40 per cent. in advance of what those for similar roads were three years since.

It is impossible that this should not check to some extent the actual construction of works, notwithstanding the facilities of credit. The diminution of railroad construction would react on the *labor* of the country, and the price of *labor* will have to fall. This will probably be the first form in which the reaction of prices will take place.

In this statement we by no means overlook the increasing amount of solid and durable currency. On the contrary, we believe that between the years 1850 and 1870, there will be a *permanent rise* in prices of full fifty per cent. Surely this is enough for the most hopeful speculator. We speak of *a permanent* and *positive average* increase; not one casual and fluctuating. The *point* to which we invite the attention of our readers is, whether, if we make an advance of fifty per cent, (which belongs properly to the growth of 20 years,) in *four* years, whether we must not either *recede* or *stand still* the residue of the time?

We take no carping or gloomy view of the subject. On the contrary, we believe in the inevitable increase of the gold currency at a very rapid rate, and the consequent increase of prices; but we do *not* believe that the work of a generation can, or ought to be accomplished in a single year.

In the meantime, we have no doubt that every prudent man and prudent company, solvent in means, may go on and perform their legitimate work with ample profits and complete security. We only suggest to the inexperienced and unwary, "*that all is not gold that glitters.*

Railroads.

PADUCAH AND VINCENNES RAILROAD.

Books for subscription to this work have been opened by the Commissioners, in Cincinnati, and will be closed in a few days.— We can not help commending it to the people of this city, as well as others who want to know what is a good route. If any one will take up a map of the United States and look at it, he will see at once that the Paducah Railroad is a *cut-off* from the Mobile to the Ohio and Mississippi Railroad, and that the *effect* will be to bring the entire travel and traffic of Mississippi, Arkansas, West Tennessee, and West Kentucky, on that route to Cincinnati. The Mobile and Ohio Railroad Company are about to construct their main line to Paducah, because the country, business, ground, and other considerations almost imperatively require it. The consequence is, that Paducah becomes the *real* termination of the Mobile and Ohio Railroad. Vincennes is a central point on the Ohio and Mississippi Railroad. Hence, by uniting these two

points, the most direct line is made from Cincinnati to the Southwest. Thus,

Cincinnati to Vincennes	195 miles.
Vincennes to Paducah	125 "
Cincinnati to Paducah	320 "
Do do by River	450 "
Do do by Illinois Central Railroad	400 "

There is an immense saving in distance.—But that is not all. When the cars arrive at Paducah from the Southwest, they are, by means of the Paducah Railroad, at once and without change of direction, on the way to Cincinnati. But if there be *no* Paducah Railroad, where then do they go? They take the Cairo branch, go on the Illinois Central; they are then *on the Northern route*, by Chicago and Buffalo.

The Paducah Railroad will be an effectual cut-off to the Lake route, and will bring the whole Southwest through Cincinnati. This is so obvious, that great efforts are made to prevent its success. The parties engaged in the attempt are in no way to blame. They are only preserving their own interests.—Such efforts, however, are enough to show intelligent bystanders what will be the real operation of this work. *Practically*, it will bring the West and Southwest to Cincinnati, by the Ohio and Mississippi Railroad.

FRANKLIN AND WARREN ROAD.

This Company has selected an able Chief Engineer. Mr. Kneass, formerly of Philadelphia, has accepted this post. He filled successively the office of engineer and surveyor of the city of Philadelphia, which he has just resigned.

It will be seen by an advertisement in another column that the letting on this road will take place on the 20th inst. To which the attention of contractors is called, as worthy of an examination by them.

It is a "broad gauge" road, designed to connect the Ohio and Mississippi with the Allegheny and Erie Road, either via the Allegheny Valley Road, or a direct connection at Olean, N. Y.

Mr. M. Kent is President of the Company, and its office is at Franklin Mills, Portage county, O., where communications should be addressed.

DANVILLE, LOUISVILLE AND KNOXVILLE RAILROAD.—We see from the Somerset *Gazette* that the books for subscription to the capital stock of the above named Company will be opened along the line of the road on the 13th of June next.

☞ We learn from the *Plain Dealer* that Hon. Alfred Kelley has resigned the Presidency of the Cleveland and Columbus Railroad Company. The Directors have elected H. B. Payne, Esq., to fill his place.

MOBILE AND OHIO RAILROAD.

FIFTH ANNUAL REPORT.

No road now built, or in course of construction, is destined to have a greater effect upon the commerce of the great Southwest than this one. Extending in a direct line from Mobile to Chicago, over twelve degrees of territory, some 850 miles in length, with numerous important lateral connections, it will pour into the Gulf of Mexico all the productions of the country along the line of its connections, and will open a line of rapid intercommunication for passenger travel that will require all the facilities that the road can supply for its accommodation. The tedious and dangerous steamboat navigation of the river will be avoided, and a rapid, easy mode of transit be substituted.

It has been put under contract throughout its entire length, from Mobile, on the Gulf, through Mississippi, Tennessee, and Kentucky, to a point on the Ohio river opposite Cairo, Ill., with a branch from some point near the Southern line of Kentucky, to Paducah, there to cross the Ohio and connect with the Wabash and Ohio Road to Vincennes; thence eastwardly, via the Ohio and Mississippi Road, to Cincinnati, or via the Southwestern Indiana Road to Indianapolis, and by means of roads centering at these points, opening direct through communications with the most distant points at the North and East. Its Western connections are also valuable, viz.: Vicksburg, Memphis, and St. Louis, with all their connecting roads and influences. While via Nashville and Louisville, and their concentric roads, it will bring Middle Tennessee and Kentucky into close proximity with Mobile.

The ultimate effect of this road upon Mobile must be greatly advantageous; it can not be otherwise. Indeed, though running but 33 miles—to Citronelle—yet the prestige of the road has already commenced to work out the inevitable effects of improvements of this nature; and ere long Mobile will stand forth a great, and probably successful rival to New Orleans.

In some of our Southern exchanges we have noticed, from time to time, certain inuendoes and remarks which would seem to indicate that there had been, to say the least of it, some remissness on the part of the officers of this road in the discharge of their duties,—that the work had not progressed as rapidly as the wishes of stockholders and others interested would desire. We have before us the able reports of the President, Sidney Smith, Esq., and John Childe, Esq., the very efficient Chief Engineer and General Agent of this road; from which we gather that any such complaints can have no foundation in truth. It is a singular fact in the organization of the directory of this road, that the President has not heretofore been a paid officer, and it seems strange that any set of stockholders should have required or expected any man to devote the whole of his time to their interests without any compensation. The whole active business has therefore fallen upon the Chief Engineer, Capt. Childe, and herein the Company has been exceedingly fortunate in possessing the services of one so capable. But hard-working as even he has been, it was more than one man could do to carry on the road unaided. We would not by these remarks be understood to say that the President has been idle in the mean time; on the contrary, the advanced state of the road, the flourishing financial, and prosperous condition of the Company generally, as indicated by the annual report, are convincing evidences to the contrary,—that so far from being reprehensible, Mr. Smith deserves the warmest thanks of the stockholders for his *disinterested* exertions.

Further investigation of these reports indicate that the fault does not lie entirely with the officers. The subscriptions, until recently, have come in very slowly, and, previous to June last, it was only by the pledging of the individual credit of many in and out of the directory that means could be obtained to prevent the entire stopping of the work.

Affairs now, however, present a better aspect, and the President says: "It is a subject of gratulation that the affairs of the Company are in so favorable a condition, and that for the first time we find the public anxious and believing. It has been no little labor to bring about this state, nor could the result have been expected at a much earlier day.—With the spirit now abroad, the means of construction placed beyond a doubt and duly forthcoming, there should be no distrust as to the favorable negotiation of the proposed loan, or fear that the work may not progress simultaneously at the various points of the line—thus securing its completion by the first of June, 1856."

From the PRESIDENT'S REPORT we gather the following: Nearly 100 miles have been completed and paid for. The graduation of the entire road, ready for the iron, has been fully secured by aid of private and public subscriptions; in addition to which, lands to the amount of 1,200,000 acres, lying in Alabama and Mississippi — all but 55,377 acres being within 15 miles of the line of the road—have been granted by Government in aid of its construction, making an aggregate of available means, (including the subscriptions from Mobile to the Ohio line,) of some $8,372,175, which, together with the road, equipments, and franchises, form ample and bona fide security for any bonds that may be issued. The road, as far as constructed and in progress south of Kemper county, Miss., has been, and will be paid for from the proceeds of the Mobile tax, individual subscriptions, the sale of

timber and lands, and from the earnings of the completed portion.

For the distance of 100 miles, the road passes through a heavily timbered country, which, converted into lumber, will always find a ready market at Mobile. After leaving these forests, it enters one of the most fertile cotton regions of the South, and thence passes into the grain-growing districts of West Tennessee, affording ample transportation traffic for the support of the road, aside from its through connections.

The road and branches are estimated to cost $11,500,000, and the President strongly recommends an adherence to the present policy of not extending the stock list beyond $5,000,000, the lands of the Company being amply sufficient to repay the required loan. The bondholders will be secured by the first and only mortgage upon the road, (except the Tennessee portion,) with fixtures, &c., and a similar first and only mortgage upon 1,156,658 acres of land, which will be worth at least $5 per acre, average, after the completion of the road.

The total RECEIPTS of the Company, up to April 30, 1853, have been $879,868.68. Of which, $28,957.63 were receipts upon the completed portion of the road.

The EXPENDITURES have been $853,481.10. Of which, $26,215.25 were for running the completed portion of the road; leaving a profit of $2,742.38, exclusive of the use of the road by the Company for hauling gravel, ties, &c. Leaving cash on hand, $26,387.58.

From the ENGINEER'S REPORT we gather as follows: Between February and August of the past year the road was completed to Citronelle, 33 miles, with all the necessary equipments, and put into operation. In May last, 55 miles additional were put under contract, to be ready by November next. In July last, a full supply of rails for these 55 miles were contracted for, and have now arrived at Mobile. The cross ties are nearly all ready,—the laying of the rails will commence as soon as the graduation can be completed. The graduation has been delayed in consequence of the scarcity of hands, and the high price of labor. The rolling stock of the road now consists of

2 freight engines, of 22 tons.
2 passenger engines, of 17 tons.
1 do do 10 tons.
3 do cars, first class.
1 do car, second class.
41 freight cars, 8 wheels.
30 gravel cars, 4 wheels.
8 lumber cars, 4 wheels.
2 hand cars.

All new and in good condition.

These 88 miles, when completed—which will not be later than the spring of '54—will open an outlet for the counties drained by the Chickasawha and Noxubee rivers, and will average at least 5 per cent. profit upon the cost of construction. To the south line of Pontotoc Co., 267 miles from Mobile, the line is under contract to be finished by September 1st, 1854. Every possible care has been taken to have the work completed at the time agreed upon.

At the time that estimates of the cost of construction from Citronelle to the south line of Pontotoc Co. was presented, there was a deficit in the subscriptions for that portion, of some $90,000. Lowndes Co., Miss., was called upon to make up this amount; the people responded at once, voting the whole sum by an overwhelming majority; together with an additional subscription of $125,000, for a branch to Columbus.

From Pontotoc south line, for the remaining 67 miles in Mississippi—and 15 miles of the Tennessee river Branch, and for the 118½ miles through Tennessee to the Kentucky line, the estimate is $1,640,000, all of which is provided for. Nine-tenths of the contracts have been taken by the planters of the country, who have given bonds for the performance of the work by November, 1854. The prices were fixed by the Engineer, (Capt. Childe,) and the right of way, station grounds, &c.—with few isolated exceptions, have been released to the Company without charge.—The remaining 40 miles in Kentucky have not yet been located, nor has the necessary amount been subscribed further than Columbus, where $20,000 have been raised. Upon the Paducah branch, more energy prevails.—The county of McCracken and town of Paducah have subscribed $300,000, leaving a deficit of $200,000 yet to be made up by Graves county and individual subscriptions, which will undoubtedly be forthcoming by end of June next, as this branch is a very important one to that section of country, connecting, as it does, by means of the Wabash and Ohio Road, with Vincennes and the East. A terminus will also be made upon the Mississippi at Columbus,—late Mills Point,—and on the Ohio opposite Cairo, within a year after the Paducah branch.

The length of the road in the different States is as follows:—

State.	Miles.
Alabama, Mobile to Citronelle	33
Mississippi, to Tennessee line	301
Tennessee, to Kentucky line	118
Kentucky, to Ohio River	40½
Main	492½

Of the Branches we can only give the names; the distance are not given in the Report.

Mississippi, Lowndes Co. to Columbus.
Tennessee River Branch, 15 miles.
Kentucky, Paducah Branch.
" Columbus "

The entire subscriptions for the 420 miles between Citronelle and the Kentucky State line is $3,952,200

To which add cost of Road from

Mobile to Citronelle	500,000
Paducah Br. subscription in Ky	350,000
Sale of lots at 12 Stations	100,000
Total Expenditure	$4,902,200

The portion of the road through Tennessee has the advantage of the Railroad law of that State, granting $8000 per mile in 6 per cent. State Bonds, for the iron and equipment, as fast as the grading is completed. As security for this loan the State holds a first lien upon the road within its limits.

Certificates have been issued from the Land Office for 1,156,658⅝ acres, being all that remained vacant by alternate sections within 15 miles of the line of the road, as per grant of the General Government. The remaining 55,377 acres, will be located elsewhere. It would seem that there is some misunderstanding of the meaning of this grant of land by Government. The U. S. Attorney General, by dividing the line into four roads,—one in each of the different States through which it passes,—has thus limited the grant to the length of the road in Alabama and Mississippi, only. Application has been made to Congress for the whole amount claimed, as given by the grant, and will no doubt be favorably considered.

With all these facilities for the prompt and early completion of the Road, the Company proposes to come into the market as borrowers to the amount of $6,500,000, in addition to the $1,000,000 loan of the credit of the State of Tennessee—for the sole purpose of laying the track and stocking the road; not a dollar of said loan to be appropriated to any other purpose, except the repayment of such amounts as have been already paid for those purposes upon the first 88 miles of the road from the local construction fund.

That this proposed loan will find ready takers, at high rates, there can be little doubt. So admirable have been all the arrangements along the line, to secure and place beyond a question, the means of local construction, that capitalists cannot for a moment hesitate as to the value of the security offered. Rapid as has been the progress of the majority of roads in our country, few can compare in rapidity and completeness of business arrangement with the Ohio and Mobile Road since February 1852, at which time the liberal subscriptions of the real estate owners of Mobile, under the special law, placed the Company in funds for the prosecution of the work.

We are pleased to see the friends of this road are now coming to its aid, though in so doing they verify the old adage of helping those who are able to help themselves. We confidently look forward to the completion of

this thoroughfare to the Gulf of Mexico as an era long to be remembered.

After the reading of the Reports, an election of 13 directors was held, which resulted as follows:—

Jas. Whitfield, Mississippi; Milton Brown,* Tennessee; Sidney Smith, John Emanuel, D. Stodder, R. Lee Fearn,* M. Waring, F. B. Clark, D. W. Goodman,* H. A. Schroeder,* N. St. John,* H. Foster,* Charles Walsh.*

The Board unanimously re-elected S. Smith, Esq., President; and passed a resolution requiring the whole time of the President; affixing a liberal salary to the office. A most sensible move, and one from which an increased efficiency in the management of the Road must result.

*New members. It is necessary to add that several of the old Directors declined a re-election.

GEORGIA RAILROAD AND BANKING CO.

At the annual convention of this Company, recently held at Augusta, the reports of the President and General Superintendent were presented. From the former we gather the following particulars:

The gross earnings of the railroad for the year ending March 31, 1853, were		$934,124 08
Total expenditures on account of road		477,655 28
Net profits		$456,468 80
Gross earnings of the banking department,	$95,887 34	
Expenditures, interest, taxes, &c	81,923 00	
		13,964 34
Net proceeds of the Company		$470,433 14
Dividends declared		300,000 00
Leaving balance of		$170,433 14

The Company has heretofore declared dividends at the rate of seven per cent. upon the capital stock, $4,000,000, appropriating the surplus profits to the permanent improvement of the road, outfit, &c., and the payment of the funded debt. The expenditures included in this statement, properly chargeable to road and outfit and losses, amount to $77,346.46 only, which would swell the amount of the net earnings of the Company to the sum of $515,338.46. The estimated expenditures for the coming year will be large for depots, locomotives, new track, &c., amounting to some $134,000, but these extra demands will undoubtedly be met by the surplus profits, without interfering with the usual dividends.

This is a very encouraging state of affairs, and the report of the present year bids fair to be even more satisfactory.

COVINGTON & LEXINGTON R. R.—Ten miles of rails are laid down on this Road. The track layers will go through the second Tunnel the coming week. Passenger cars will soon be ready for the Road.

OHIO RIVER AND WABASH RAILROAD.

VINCENNES TO PADUCAH.

A meeting of the Commissioners of this road was held at Paducah, Ky., on the 12th inst., to take the preliminary steps for the organization of the Company, and after appointing committees to prepare resolutions, &c., for the action of the meeting, adjourned until the 13th, when it was

Resolved, That books for subscription of stock be opened at the following places, upon one week's notice in some newspaper published at the places designated—if any; otherwise, one week from this date, to wit:

At Paducah, Kentucky.
At Golconda, Illinois.
At Equality, "
At Carmi, "
At Grayville, "
At Mt. Carmel, "
At Vincennes, Indiana.
At Cincinnati, Ohio.

Resolved, further, That said books shall continue open until Saturday, the 11th day of June next, when the same shall be closed and returned immediately to J. W. Jones, the Secretary appointed by the Commissioners at the meeting.

By reference to our advertising columns, it will be seen that Messrs. E. B. Reeder, H. H. Goodman, and J. C. Hall are authorized to receive subscriptions to the capital stock of this road in this city.

This is a very important connecting link in the chain of roads connecting Cincinnati directly with Paducah, Memphis, Vicksburg, and Mobile, by way of the Ohio and Mississippi Railroad to Vincennes, thence to Paducah, over this road, and thence via the Mobile and Ohio Road, and its connections, to the South and West. Cincinnati business men have a deep interest in this road; by it the delays and uncertainties of river navigation are avoided, and a direct and prompt through line opened for Southwestern trade. We hope it will meet with the success it merits at their hands.

The commissioners then adjourned to meet again on the 16th of June to receive the report of stock subscriptions.

LA CROSSE ROAD, WIS.—The Board of Directors of this Company, have located their road on the Humboldt route, running up the Milwaukie River, and Mud Creek, through the towns of Granville, Germantown, Polk and Hartford, north of Pike Lake.

☞ The Athens *Post* says that the East Tennessee and Georgia Railroad have decided to take the entire stock of the Chattanooga and Cleveland or Charleston Railroad.

VIRGINIA CENTRAL RAILROAD.—The receipts of the Virginia Central Railroad, for the month of April, 1853, from passengers and freight, amounted to $17,704.01.

MEMPHIS AND CHARLESTON RAILROAD.

PROPOSED EXTENSION TO CHATTANOOGA.

The Chattanooga *Advertiser* gives the items of a meeting held at Jasper, on the 16th April last, to receive the report of delegates appointed to confer with the Directors of the above road as to the extension proposed.

The delegates reported, among other things, that the directors of the Memphis and Charleston Road had resolved upon an immediate survey of the route by their own engineer, and were in every respect favorable to the extension, and desired to have the right of way secured and books opened for subscription.

The report of the delegates was ordered to be received, and it was

Resolved, That a central committee of three be appointed, whose duty it shall be to open books and receive subscriptions of Stock, to be applied to the construction of the extended portion of the Memphis and Chattanooga Railroad from Stevenson to Chattanooga, and to appoint one or more suitable persons in each civil district in Marion county, to solicit stock for the aforesaid purposes, to receive such sums of money as may be donated for the purpose of paying the incidental expenses of a survey of the route, and attend to the proper application of the same—to carry on such correspondence as may be necessary or expedient, and to notify the chairman to call another meeting for the further consideration of the subject of the proposed extension whenever it shall be deemed advisable to do so.

Resolved, That the citizens of the county of Hamilton be requested to procure the right of way in their county along the line of the proposed extension, and that the citizens of the counties of Hamilton and Bledsoe be earnestly solicited to take steps, by such organizations as they may deem most efficient, to procure subscriptions of stock for the road.

The necessary committees were appointed, and the meeting adjourned till a further call be made.

Mr. B. Morse, one of the assistant engineers of the Memphis and Charleston Road, has since completed the survey of the extension, and found the route quite as favorable as was expected. A bridge will have to be built across the Tennessee at Chattanooga; but it can be so constructed as to answer the twofold purpose of railroad and common travel, and thus soon pay for itself in tolls.

The route will penetrate a rich coal region, and thus afford constant occupation for the road through to Memphis in the transportation of this necessary article to the various points along the line.

This road offers an independent outlet for such portions of freight as come over the Memphis and Charleston Road destined for Chattanooga, and vice versa, which would otherwise have to undergo transhipment at some other point. The people along the line are up and doing, and the necessary means can easily be had for the early completion of the road.

SAVANNAH, GA.---RAILROADS, &c.

From a report of Lieut. GILMER to the War Department, we gather the following railroad statistics. He says:

A large increase in the railroad facilities to the cotton regions of the interior of Georgia has already taken place, and will further facilitate the intercourse not only with Georgia, but with the neighboring counties of Alabama, Florida, and South Carolina. The railroads which now transport cotton to Savannah, are in length 1053 miles in the aggregate, viz:

	Miles.
1st, The Central Railroad of Georgia, connecting Macon and Savannah, length,	192
2d. Waynesboro' and Augusta Road, connecting Augusta with the Central Road and Savannah	53
3d. The Milledgeville and Eatonton Road, connecting these towns with the Central Road and Savannah	39
4th. The Southwestern Road of Georgia, connecting the Southwestern counties of the State with the Central Road and Savannah	50
5th. The Columbus and Fort Valley Roads, connecting the City of Columbus and the rich valleys, of the Chattahoochee and Flint rivers, with Savannah, via Macon and the Central Road	71
6th. The Macon and Western Railroad, connecting Atlanta and the middle counties with the Central Road and Savannah	101
7th. The Western and Atlantic Railroad, connecting Chattanooga and a considerable portion of Alabama, Tennessee, and Northern Georgia with Savannah, via Macon or Augusta	140
8th. The Georgia Railroad, connecting Atlanta and the middle counties of Georgia with Savannah, via Augusta, Waynesboro', and the Central Railroad, or via the Savannah river	171
9th. The Athens branch of the Georgia Railroad	40
10th. The Washington	17
11th. The Atlanta and LaGrange Road	80
12th. The Rome branch of the Western and Atlantic Road	17
13th. The East Tennessee Railroad, connecting Eastern Tennessee with Savannah,	82
Total length	1053

With the exceptions of Nos. 2, 5, 10, 11, and 13, the railroads enumerated above have been completed, and are now in operation.—The five under construction will be finished in a few months. The completion of No. 5 will cause an immediate increase in the receipts of cotton at Savannah to the extent of 90,000 or 100,000 bales. The completion of Nos. 2, 10, 11, and 13, will also give an increase of business, but perhaps less in amount.

In addition to the roads already mentioned, companies have been formed for the construction of a road to connect Savannah directly with the southwestern part of the State, to be afterward extended to some point on the Gulf of Mexico, and for the extension of the Southwestern Road.

The population of the city of Savannah at this time is about 20,500. The following statement will show the population as early as 1810, and for successive periods up to 1848:

Population in	1810	5,195
Do	1820	7,523
Do	1830	7,773
Do	1840	11,214
Do	1848	13,573

Showing an increase in thirty-eight years of 8,378, equal to 161 per cent. The increase during the four years since 1848, has been about 6,927, equal to 133 per cent., if compared with the census of 1810, or of 51 per cent., if compared with population in 1848.

RAILROAD SUBSCRIPTIONS.

The Board of Public Works of Virginia on Saturday last made the State subscription of $60,000 to organize the Alexandria, Loudon and Hampshire Railroad Company.

The citizens of Oquawka, Ill., have authorized a town subscription of twenty-five thousand dollars to the capital stock of the Peoria and Oquawka Railroad Company; and the citizens have added a subscription of some thirteen thousand.

MEMPHIS AND LOUISVILLE R. R. Co.—On Saturday, 14th ult., the vote was taken in Shelby county, Tenn., on a county subscription of $300,000 in aid of the Memphis and Louisville Railroad. The result was largely in favor of the loan. The particulars of the county vote have not yet reached us. The vote in the city of Memphis was almost unanimous in its favor.

The city of Warsaw, Ill., on the 16th inst., voted a subscription of $25,000 each, to the Mississippi and Wabash, and the Warsaw and Rockford Railroad,—and $10,000 to the Warsaw and Augusta Plank Road.

JANESVILLE AND THE SOUTHERN WISCONSIN RAILWAY.—The vote in Janesville, on Tuesday, on taking $150,000 stock by the city in this road, was 407 in favor and 27 against.

We also learn that the city of Milwaukie has by a vote lent its corporate credit to the amount of $200,000 in aid of the Lake Shore Railroad, extending from that city to Chicago, and makes certain the speedy construction of that work.

HEMPFIELD SUBSCRIPTION MADE.—We have the pleasure of informing our readers, that on Tuesday last, the Philadelphia subscription of five hundred thousand dollars to the Hempfield Railroad, was perfected by the Council of the city, and ten per cent., fifty thousand dollars, paid thereupon to the Treasurer of the Company. The President, Judge Conrad, and the Chief Engineer, Chas. Ellett, Jr. Esq., were here yesterday, and leave this morning for Washington, Pa., to meet the Directors, and we expect to announce tomorrow, the whole road under contract from Wheeling to Greensburg. This matter, then, is finally settled, and there seems to be no reason to doubt but that in eighteen months, the cars will be running.—*Wheeling Gazette.*

LAKE SHORE RAILROAD.--The *Wisconsonian* of Saturday states that the council of Milwaukie have adopted the loan of $200,000 of the city credit to the Lake Shore Railroad.

PITTSBURGH AND ERIE RAILROAD.

BROAD GAUGE.

This is a very important road to the trade of Pittsburgh, opening a direct northern connection, by the broad gauge, with the lakes. The Wellsville *Patriot* says of it: The Board of Directors of this road met in New Castle on Monday last. They were in session two days, deliberating upon the best plan for the construction of the road. The following resolutions were handed in for publication:

Resolved, That active measures be immediately taken to construct the main line from Erie to the Ohio river, and simultaneously therewith, such lateral roads or branches as after careful surveys, may be deemed advisable, advantageous, and suitable to promote the convenience of the inhabitants of the respective counties, and the interests of the Company.

Resolved, That the proposition this day made by Joseph Chamberlain & Co., for the construction of the entire main line and lateral roads, and furnishing the same, be accepted.

From the above it will be seen that this important work will go on, and that the construction of the main line from the mouth of the Beaver to Erie, and the branches, have been allotted to Messrs. Chamberlain & Co., who are well known as gentlemen competent to perform the undertaking.

The road has been located from New Castle to Beaver Point. From that place the road will pass down the east side of the river, until it reaches a point near Hardscrabble, where it crosses, and keeps down the west side until it reaches the Ohio river at the mouth of the Beaver. This, in our opinion, is a very important point, as it will here connect with the Wellsville Road, and all the roads running south and west of the Ohio and Pennsylvania Railroad.

OAKLAND AND OTTAWA RAILROAD.—It is with pleasure that we announce that contracts for the completion of the whole line of railroad from Pontiac to Grand Haven, which will be under contract by Tuesday next, and that on that day N. P. Stewart, Esq., the President of the Detroit and Pontiac Road, is to start for England for the purpose of contracting for the iron for the entire work. This will be gratifying intelligence to the citizens of Detroit, to the people of the Grand River valley and along its whole line, and to Milwaukie, and indeed to the entire State of Missouri, to Iowa and to Minnesota, as it will open the nearest avenue to them to a good market and to the eastern cities.—*Detroit Tribune.*

Further particulars of this road can be found on page 182, No. 12 of the *Record*.

THE GAME HAS BEGUN.—Two suits have been commenced against the New York and New Haven Railroad Company, by the relatives of persons killed in the Norwalk calamity, the damages being laid at $25,000 and $100,000, respectively.

EATON, UNION AND NORTHWESTERN R. R. The Eaton *Register* says: At the meeting of the Directors of the Eaton and Hamilton R. R. Co., on Friday last, it was determined to accept the proposition of the incorporators of the Eaton, Union and Northwestern Railroad Company, and to construct the road from this place to Union as a branch of the Eaton and Hamilton Railroad, on the same terms as the Piqua branch is to be built. Several efficient agents were appointed for the procurement of stock, and if a sufficient amount is subscribed by the first of July to grade and bridge the road, it will be let to contractors immediately, and the work commenced by the first of August.

The profiles, maps, and estimates, based upon the recent survey, are now in the office of the Company in this place. We have not had an opportunity of examining them, but are informed that they exhibit even a more favorable line than was at first supposed.

FLORIDA RAILROADS.—From the Jacksonville *Republican* we learn that the subscriptions to the *Florida Central* and to the *Peninsula Roads* have been closed, a sufficient amount having been subscribed to both to insure their organization. The subscriptions to the latter road much exceeded those to the former, although the Peninsula Road is a local one, connecting the Atlantic with the Gulf across the Peninsula; whereas the Central Road was one in which the entire northern section of the State, east and west, was deeply interested. The *Republican* attributes this lukewarmness as regards this road to the influence of the friends of the Georgia roads seeking a Gulf connection through Florida.

We trust, however, that now Florida has found her interests depend upon railroads so intimately, her people will not allow one so important to linger for want of "aid and comfort."

SOUTHWESTERN INDIANA RAILROAD.—The Indianapolis *Morning Journal* says: The corps of engineers of the Southwestern Railroad Company, under the charge of Mr. Sherwood, arrived here on Thursday evening last, and on Friday morning commenced their survey.—They made their starting point some 76 feet north of the southwest corner of Mr. Sheets' block (north of the Terre Haute station) and carried their line down the south side of Kentucky Avenue, crossing White river just above the lower ford, and taking their course directly toward Mooresville, Monrovia, and Spencer.

They have completed the survey from Vincennes to Point Commerce, and find a favorable and cheap route, a few feet over 42 miles long. The distance from here to Point Commerce is about 60 miles, making the whole line from Indianapolis via Vincennes to St. Louis, only 245 miles.

CINCINNATI, LEBANON AND XENIA R. R.

The Lebanon *Star* thus replies to questions relative to this road.

1. A cash subscription of $400,000, and bonds at par disposed of nearly sufficient to make fifty miles of the road.

2. One hundred hands at work now, and three hundred to be employed during the present month.

3. The "right of way" has been purchased, on the most liberal terms, from Lebanon to Mason; and, the balance between Mason and Cincinnati, and between Lebanon and Columbus, will be purchased as soon as certain negotiations, now pending, are concluded.

4. The road from Lebanon to Cincinnati, will be completed by the first of January next.

5. No propositions have been presented either by the Little Miami or Lebanon road for a "consolidation;" nor is it at all probable that any arrangement of this character can be effected.

6. The road is to be the *broad gauge*, hence its eastern termination will probably be Columbus, either in connection with existing roads or by an *independent road to Columbus* on a much better and shorter route than either of the existing roads. We go to the best point on the broad gauge from Olean to Cincinnati, whether that point be Columbus, Delaware, Springfield, Mansfield or elsewhere. Hence, our eastern termination is at present uncertain as to place, but certain as to *the best point* when ascertained.

7. The fiscal affairs of the road are in a more flattering condition than those of any new road ever projected in the West. The contract has been let to responsible men on the most reasonable terms, payable in cash and *bonds at par*.

8. Negotiations are now pending for an entrance into the tunnel; which will be completed within twenty months from its commencement. Thus far, the contractors, in the work actually completed, are two months in advance of their estimates. One hundred hands are at present engaged, and several hundred more will be employed as soon as the shafts are sunk to the required level.

MEMPHIS AND CHARLESTON RAILROAD.—Meetings of the stockholders in this road were held at Memphis, Tuscumbia, and Huntsville last Monday, for the purpose of electing directors for the ensuing twelve months.—The following gentlemen were elected: J. I. Donegan, Geo. W. Beirne, Samuel Elliott, D. B. Turner, A. E. Mills, William Dickson, R. C. Brinkley, C. W. Hunt, and Samuel P. Walker.

These gentlemen compose the old Board, with the exception of Col. D. B. Turner.—Col. Turner will make an admirable director.

RACINE AND BELOIT RAILROAD, WIS.—We learn from the Racine *Democrat* that the laying of the entire track of this road has been let to Messrs. Apgar, Smith & Co., of Hartford. That paper adds: "This firm is widely known as one of the best in the United States, and they have had much experience in the business." It is expected that the road will be finished from Racine to Fox river by the first of January next.

NEW ORLEANS AND MOBILE RAILROAD.

Of the various public improvements which have received the sanction and aid of the Legislature, at the session which is now approaching its close, we know of none which presents brighter prospects, in regard to remuneration and profit, than the plan for the extension of the Pontchartrain Railroad to Mobile. This plan contemplates the prolongation of the road, which now terminates at Milneburg, (we believe the oldest, or next to the oldest railroad in the United States,) along the Lake coast, which affords a solid and good foundation toward the Rigolets, the outlet of Lake Pontchartrain. Here occurs the main difficulty in the route.

The Rigolets are about three hundred yards wide, with an average depth of forty or fifty feet. To bridge this strait, will be a pretty formidable undertaking, but it is quite practicable. If it be deemed too expensive and large a work; it is quite easy to dispense with it and substitute the plan of steamers—which shall receive the cars—such as have been introduced in Europe and in various parts of this country, as substitutes for bridges. The Rigolets are a good harbor, where such boats might be worked very easily and safely. Reaching the other, or Mississippi side of the lake, the road will pass through a very level, practicable country, abounding in timber, until it reaches the bay of St. Louis, which is an average of six or eight feet deep, with a good bottom, and can be very easily bridged. So, too, of the bay of Biloxi and the Pascagoula river; these difficulties surmounted, there is no line in the United States which presents greater advantages for a railroad, in the level character of the country, the firm nature of the soil, the exhaustless resources of timber, and great facilities for transportation.—*N. O. Delta.*

LAGRANGE AND BOLIVAR, TENN., R. R.—Capt. Tilghman, the engineer on this road, made a report to the Board of Directors, on the 20th ult. The report is said to be highly satisfactory. From Bolivar to the point of junction with the Memphis and Charleston Road, is a little over nineteen miles; and to the Mississippi line, twenty-three miles and a little over. The details of the report show that the grade, timber, and all the expenses preparatory to the reception of the iron, will cost a fraction over $60,000—to the junction with the Memphis and Charleston Road, about a mile and a half east of LaGrange, and from thence to the State line, $13,806.22, making a total cost of road bed, ready for the iron, from Bolivar to the Mississippi line, $74,319.68. This exhibit shows that the grade and cross ties to the junction would cost about $3,200 per mile. The grade upon the whole route is easy, and there will not be a single bridge to construct.—*Eagle and Enq.*

OHIO AND MISSISSIPPI RAILROAD.—Mr. Bacon, of St. Louis, of the highly respectable and influential house of Page, Bacon, & Co., has succeeded in negotiating a loan in London of $1,700,000 of bonds in aid of the Ohio and Mississippi Railroad. This loan, in conjunction with that of $2,000,000 recently negotiated by Prof. Mitchell with Mr. Peabody of London, insures the completion of this great project. The road and its connections have the support of the most eminent capitalists on both sides of the water.

A NEW KIND OF RAILROAD CONDUCTORS.

We commend the following suggestions to the serious consideration of our railway directors and the public generally. Mr. T. L. Smith, of Jersey City, has addressed the following recommendation to the New York papers, with a view of preventing serious railroad disasters, such as are constantly taking place:

"What I propose is one additional man to each passenger train that runs at a speed exceeding twenty miles per hour; let his title be *Conductor*, Captain, or Guard, which you please, (I think Conductor the most proper,) and when on duty he should have the entire control of the operations of the train, and be held responsible for any avoidable accident that may occur within his jurisdiction. When the train is in motion his place should be in a comfortable seat erected on the left side of the locomotive boiler, about midway between the fire box and the smoke pipe, with his face in the direction in which the train is moving. In a conspicuous place, near him, should be placed a time table of all the trains run on the road. The Company should furnish him with a watch, locked within a wooden case, the face only visible; the winding and regulating of it to be entrusted to some competent person authorized by them, and given to him on his departure from the principal depot. On his return he should hand it to the person from whom he received it, to be wound up, examined, and adjusted, if required. In his hand he should hold the signal cord, to be ready in an instant to sound the alarm when approaching danger. In short, his whole duty should consist in keeping his train on time, and a constant watchfulness for all obstructions that could possibly interfere with the safety of his passengers.

"The requisite qualifications for this position should be temperance, morality, and a good common school education; and any person applying for the situation above described, who should complain of the locality of his seat, as being in a position where he would be most likely to be killed first, has no confidence in his own abilities, and is unfit for the position.

"The title of the present conductor should be changed to collector. His business should be to collect the tickets from those who have paid, and money from those who have not; see that the brakemen are at their posts; look to the comfort of his passengers, and assist all who require it out and in the cars, treat all with due respect, and impart to them any information solicited."

PITTSBURGH, MAYSVILLE AND CINCINNATI RAILROAD.—The people along the line of this road are in good earnest in the work. We gather from our exchanges that subscriptions to the capital stock of the Company are coming in rapidly. In Morgan county $12,000 stock have been already taken, and in Guernsey county $150,000; and the probability is that the road through those counties will be put under contract in the month of July. There is every reason to believe that all that part of the road lying east of Athens county will be built before the end of next year, and perhaps some portions west of that point.—The construction of this road is an enterprise of great importance and cannot fail to be of vast general utility. The energy and unanimity with which this project is taken hold of is certainly very gratifying to all friends of public improvements.—*Dem. Union.*

Statistics.

CITY DEBTS FOR RAILROADS.

A full statement of all the debts incurred in the United States for railroad purposes would be interesting; but it can not be made up at once. We find an account of the debts of several cities, prepared by Mr. Ellet, Civil Engineer. To that we add several others within our own knowledge.

CITY OF PHILADELPHIA,

Including the incorporated districts of Spring Garden and the Northern Liberties.

City proper to Pennsylvania Railroad.	$4,000,000
Spring Garden and Northern Liberties Railroad	1,000,000
City proper to Hempfield Railroad	500,000
City proper to Water Gap Railroad	500,000
Spring Garden to Water Gap Railroad,	150,000
City proper to Sunbury and Erie R. R. (suspended)	2,000,000
Total by City and District	$3,150,000

ALLEGHENY COUNTY, PENN.

Including the Cities of Pittsburgh and Allegheny.

County of Allegheny to Pennsylvania Railroad	$1,000,000
County of Allegheny to Allegheny Valley Railroad	750,000
Pittsburgh City to Allegheny Valley Railroad	200,000
Pittsburgh City to Steubenville Railroad	200,000
Pittsburgh City to Connellsville Railroad	500,000
Allegheny City to Connellsville Road,	200,000
Allegheny City to Ohio and Pennsylvania Railroad	400,000
Pittsburgh City to Ohio and Pennsylvania Railroad	200,000
Total, as nearly as I can ascertain the facts	$3,450,000

OHIO COUNTY, VA.

And the City of Wheeling.

Wheeling City to Baltimore and Ohio Railroad	$500,000
Ohio county to Hempfield Railroad	300,000
Wheeling City (pledged) to Marietta and Cincinnati Railroad	250,000
Wheeling to Cleveland Railroad	55,000
Total for City and County	$1,100,000

BALTIMORE

Has subscribed to stock and loans as follows:

To Baltimore and Ohio Railroad stock subscriptions	$3,500,000
To Baltimore and Susquehanna Railroad, stock subscription	100,000
To Susquehanna Canal, stock subscription	380,000
Total stock subscriptions	$3,980,000
In addition to these subscriptions, the city has loaned in six per cent. to Baltimore and Susquehanna Railroad Co	$850,000
Guaranteed Parkersburg (N. Western) Railroad loan for	1,500,000
Guaranteed bonds of Susquehanna and Sunbury Railroad Co.	500,000
Credits and indorsements	$2,850,000
Besides the foregoing, the city has now pending in her councils to loan to the Connellsville Railroad Co	1,000,000
Making a total of subscriptions, loans, and guarantees of	$7,830,000

ST. LOUIS.

The city and county of St. Louis have recently subscribed liberally to leading lines of railroads. These subscriptions amount in the aggregate to $2,400,000, and are distributed as follows:

BY THE CITY.

To the Pacific Railroad	$500,000
To the Ohio and Mississippi Railroad,	500,000
Total by the City	$1,000,000

BY THE COUNTY.

To the Pacific Railroad	$200,000	
To the Ohio and Mississippi Railroad	200,000	
To the North Missouri R. R.	500,000	
To the Iron Mountain R. R.	500,000	
Total by the County		1,400,000
Total by the City and County		$2,400,000

NEW ORLEANS.

Recently voted	$3,500,000

CINCINNATI.

Ohio and Mississippi Railroad	$600,000
Loan to Hillsborough Railroad	100,000
Eaton and Hamilton Railroad	150,000
Covington and Lexington Railroad	100,000
Little Miami Railroad	100,000
Total	$1,050,000

LOUISVILLE.

Louisville and Nashville Railroad	$1,000,000
Frankfort and Harrodsburg	200,000
Shelbyville, &c	300,000
Total	$1,500,000

COVINGTON, KY.

Covington and Lexington	$200,000

CHILLICOTHE, OHIO.

Cincinnati and Marietta Railroad	$50,000

MARIETTA AND HARMAR, OHIO.

Cincinnati and Marietta Railroad	$100,000

There are numerous other city subscriptions in the West, which we can not now exactly ascertain. The aggregate of the above is as follows, viz.:

Philadelphia	$8,150,000
Pittsburgh and Allegheny county	3,450,000
Wheeling and Ohio county	1,100,000
Baltimore	7,830,000
St. Louis	2,400,000
Cincinnati	1,050,000
Louisville	1,500,000
New Orleans	3,500,000
Covington	200,000
Chillicothe	50,000
Marietta	100,000
Aggregate	$29,330,000

It may be interesting to know the *proportion* of indebtedness between the individuals in these corporations and between those in some of the States.

In Philadelphia there is to each inhabitant, a railroad debt of	$20
In Pittsburgh	34
In Wheeling	55
In Baltimore	43
In St. Louis	30
In Cincinnati	7
In Louisville	25
In New Orleans	23
In Covington	17
In Chillicothe	7
In Marietta	20

It appears that of the above towns Cincinnati has really expended the least for railroad purposes; although she will probably have the greatest number of railroads.

In Pennsylvania it is	$18
In New York it is	10
In Ohio it is	8

It appears, then, that of the leading States, Ohio has the smallest proportion of debt, and that the cities have a larger proportion than the States. In the estimation of capitalists, however, City securities are greatly better than those of States. For States have failed, but cities never.

Miscellaneous.

CURIOUS TREES.

We make a few selections from a communication to the "Farmer's Club" in New York, by Mr. Meigs:

The Ivory Nut Tree, or the Tagua plant, common in South America, and belonging to the palm tribe. It is used by the natives to cover their cottages, and from the nuts buttons and other articles are made. In an early stage, the nuts contain a sweet milky liquid, which solidifies and becomes almost equal to ivory.

The Varnish Tree, from which the black Japan varnish is obtained, grows wild in China and Japan. It somewhat resembles our ash. When these trees are seven or eight years old, they are capable of supplying varnish. A single man can attend fifty trees, which yield a pound of varnish each over night.

There is a property in the varnish which operates injuriously to the workmen, causing an inflammation to spread over their bodies, and their heads to swell. To prevent these effects, they rub their bodies with oil before going to work, besides preparing themselves with a course of medicine. In addition to these precautions, they wrap their heads in cloth, and dress themselves in leather.

The Cannon Ball Tree grows to the hight of sixty feet, and its flowers are remarkable for beauty and fragrance; they are crimson, and grow in large bunches. The fruit resembles enormous cannon balls, which burst and make a loud noise. From the shell, domestic utensils are made, and the contents contain several acids, besides sugar and a gum, which furnishes materials for an excellent drink in sickness, before it is perfectly ripe. When it reaches that stage, a dose of it is exceedingly unpleasant.

The Cow Tree. This is a native of Venezuela, South America. Baron Von Humboldt thus describes it: On the bare flank of a rock grows a tree with dry and leathery leaves; its large woody roots can scarcely penetrate into the stony soil. For several months in the year, not a single shower moistens its foliage. Its branches appear dead and dried; yet, as soon as the trunk is pierced, there flows from it a sweet and nourishing milk. It is at sunrise that this vegetable fountain is most abundant. The natives are then to be seen hastening from all quarters, furnished with large bowls to receive the milk, which grows yellow and thickens at the surface. Some drain their bowls under the tree, while others carry home the milk to their children. It is obtained by making incisions in the trunk.

The Bread Fruit Tree. This tree is found on the islands of the Pacific ocean. The trunk rises to the hight of from thirty to forty feet, and attains the size of a man's body.—The fruit grows about the size of a child's head. When used for food, it is gathered before it is fully ripe, and baked among ashes, when it becomes a wholesome bread, and in taste somewhat resembles fresh wheat bread. This tree supplies the natives with bread, and timber for their houses and canoes. The gum which exudes from it serves as pitch for the vessels, and from the fibers of the inner bark a cloth is made to cover their persons.

The Palm Tree of Scripture. The palm tree is a tree remarkable for loftiness, straightness, and productiveness, and hence made an emblem in Scripture of uprightness, fruitfulness, and victory. Its fruit is the date, very sweet and nourishing, and a large portion of the inhabitants of Egypt, Arabia, and Persia subsist almost entirely upon it. Camels are fond of the stone. The fruit is of the size of an olive. Palm branches were signals of joy and triumph. The leaves are six or eight feet long, and proportionably broad when spread out, and are used to cover houses, and make coaches, baskets, bags, fences, hats, &c. From the fibers of the branches are made thread, ropes, rigging, &c. Indeed, the natives (says Gibbon) celebrate, either in prose or verse, three hundred and sixty uses to which the trunk, branches, leaves, juice, and fruit are applied.

The Upas Tree. For ages it was believed that a tree existed in the East Indies, which shed a poisonous and deadly influence upon all animals that reposed under its branches; and that so fatal were its effects that birds attempting to fly near it fell to the ground and perished. For a long time it was supposed that such a tree did not exist. But a few years since a tree was discovered in the East Indies, which, it is believed, gave rise to the wonderful accounts of the Upas tree. It was growing in a location where there was a constant collection of carbonic acid gas. Consequently, all animals that came near it inhaled this gas and died. There is a tree on the Isthmus of Darien which appears to have a similar effect upon animal life.

The Tallow Tree. This tree is found in China. It is called the tallow tree because a substance is obtained from it resembling tallow, and which is used for the same purpose. It grows from twenty to forty feet high.

The Lace Bark Tree. In the West Indies is found a tree, the inner bark of which resembles lace, or net work. This bark is very beautiful, consisting of layers which may be pulled out into a fine white web, three or four feet wide. It is sometimes used for ladies' dresses.

WHITEWATER VALLEY CANAL.—The damages by the high flood months since on this canal, are not yet repaired. The *Connersville Times* says that the effort to raise money by contributions and loans, in the amount obtained, fall short of the estimated cost about $30,000. Despairing of raising this amount in any other way, the Board of Directors have *assessed* the stockholders 10 per cent. on its par value, payable 15th July. The whole work is under contract.

TELEGRAPH LINES.---CONSOLIDATION.

Consolidation seems to be the order of the day in almost every instance where possible. We give the following, from an exchange paper, relative to Telegraph lines, viz.:

With the exception of the Lake Erie Line from Buffalo to Detroit, and House's Line from Buffalo to Cleveland, Cincinnati and Louisville, all the lines west of New York, formerly known as Speed's, or O'Reilly's, or Wade's, are now consolidated, or nearly so, and are owned by the following gentlemen—E. Cornell, Ithica, N. Y.; J. J. Speed, Jr., N. Y.; J. H. Wade, Columbus. We give below a sketch of these lines. It is the intion of the proprietors not only to introduce improvements in the general management, by effecting greater regularity, fidelity, &c.; but also to extend the line westward to the Pacific, as soon as Congress will protect them from the Indians in the prosecution of the works.

LINES CONTINUED.

	Miles.
New York and Dunkirk line	440
Buffalo and Milwaukie Line	800
Cleveland and Cincinnati Line, (two lines, one on turnpike, the other on railroad)	500
Cleveland and Pittsburgh Line	150
Cleveland and Zanesville Line	175
Cincinnati and St. Louis Line	400
Cincinnati and Chicago Line	400
Toledo and Vincennes Line	400
Chicago and St. Louis Line	400
Peru and Galena Line	200
Jacksonville and Quincy, and towns on Iowa side of the river	200

Making, with several other short lines, an aggregate of about 5,000 miles.

The aggregate receipts for the last year were $213,000.

SCIENTIFIC.—We find the following statement in the National Intelligencer, from its London correspondent:

"Mr. Faraday, in a late lecture before the Royal Institution, upon the 'magnetic forces,' made the following important announcement.

"A German astronomer has for many years been watching the spots on the sun, and daily recording the result. From year to year the groups of spots vary. They are sometimes very numerous, sometimes they are few. After a while it became evident that the variation in number followed a descending scale through five years, and then an ascending scale through five subsequent years, so that the periodicity of the variations became a visible fact.

"While our German friend was busy with his groups of sun spots, an Englishman was busy with the variations of the magnetic needle. He, too, was a patient recorder of patient observations. On comparing his tabular results with those of the German astronomer, he found that the variations of the magnetic needle corresponded with the variations of the sun spots; that the years when the groups were at their maximum, the variations of the needle were at their maximum, and so on through their series. The relation may be coincident merely, or derivative; if the latter then do we connect astral and terrestrial magnetism; and new reaches of science are open to us."

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	103	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	90	95
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	105	107
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	95	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	95	96
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	102	105
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	93	94
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	107	108
Do Southern	1st " " "	7	1860	102	103
Milwaukie and Mississippi	1st " " 1857	8	1862	101	104
New Albany and Salem	" on 1st section	10	1858-62	108	109
Do do	1st " on other sections, convert.	8	1864-75	96	98
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	119
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	101	102
Northern Indiana	1st mortgage, not convertible	7	1860	103	104
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	104	106
Do	1st " " east "	7	1864	104	105
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865-6	110	112
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	122	125
Parkersburgh	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	100	105
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	78	79
Bellefontaine and Indiana	50	102	104
Chicago and Rock Island			
Cincinnati Hamilton and Dayton	100	110	111
Cin. Wilmington and Zanesville	100	60	80
Cleveland, Columbus and Cin	100	127	129
Cleveland, Painesville and Ashtabula.	100	140	145
Cleveland and Pittsburgh	50	101	102
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	117	119
Covington and Lexington	50	71	72
Dayton and Michigan	50	55	75
Dayton and Western	50	75	85
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100		
Hillsboro' and Cincinnati	50	70	75
Illinois Central	100	130	135
Indiana Central	50	88	90
Do do 10 per cent	50	90	95
Indianapolis and Bellefontaine	25	97	100
Indianapolis and Lafayette	50	72	75
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	82	85
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	125	126
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	92	95
Madison and Indianapolis		102½	103
Marietta and Cincinnati	50	55	70
Maysville and Lexington		60	75
Michigan Central		117	118
Michigan Southern		133	135
New Albany and Salem	50	65	70
New York and Erie	100	87	88
Northern Indiana		133	135
Ohio Central	50	95	100
Ohio and Mississippi	50	90	92
Ohio and Pennsylvania		90	100
Panama		120	122
Pennsylvania	50	100	101
Peru and Indianapolis	25	67	70
Sandusky and Mansfield			
Scioto and Hocking Valley	50	65	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Clevelandn		108	110

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	108	109
Do	6	1862	116	117
Do	6	1867	121	122
Do	6	1868	120	121
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "		1868	121	122
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	110	111
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		
Do do Internal Impt.		1847	91	92
Do Interest do		....	62	63
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	36	38
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred	5	....	9	10
Kentucky, 30 years	6	1871	109	110
Do 15 years	6	....	105	107
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	103	104
Do	6	1860	108	109
Do	6	1870	114	115
Do	6	1875	116	118
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	....	109	110
Do	5	....	95	96
Virginia Coupons	6	1886	109	110
City Securities.				
Albany	6	1867-9	106	107
Allegheny	6	1872	94	96
Baltimore	6	1870-90	108	109
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	103	104
Do	5	1884	86	87
Do W. W	6	1865	102¾	103½
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	103	104
Do	5	1890	105	107
Philadelphia	6	1876-90	105	106
Pittsburgh	6	1869-71	96	97
Do coupons		1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	101
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.			
OHIO.			
Ohio Life Insurance and Trust Co		107	108
Lafayette, Cincinnati, (closing)			
Franklin do			
Commercial do			
Mech. & Traders do			
State Branches			
KENTUCKY.			
Bank of Kentucky and Branches		114	116
Northern, and Branches		115	117
Southern, and Branches		103	106
Bank of Louisville		115	116
Kentucky Trust Co		99	100
Farmers' Bank of Kentucky		105	106
Newport Safety Fund Bank		100	102
Commercial Bank of Kentucky			
INDIANA.			
State Bank and Branches			
MISSOURI.			
State Bank and Branches			
TENNESSEE.			
State Bank and Branches			
Union		98	100
Planters'		97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.			
California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 00	@	16 25
Patriot Doubloons	15 65	@	15 80
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00¾	@	1 01
American gold, old	1 05	@	1 06¼
Portuguese gold	1 00	@	1 01
SILVER.			
American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$173	$176
80 acre warrants	85	88
40 acre warrants	43	44

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, May 28, 1853.

20 Shares	Cincinnati Coal Mining Co. stock, per share	2 00
20 "	Cincinnati Fuel Company, per share, bib	4 75
20 "	Kentucky Trust Co. Bank stock, per cent., bid	100 25
40 "	Lawrenceburgh and Upper Mississippi Railroad stock, bid	74 00
15 "	Eaton and Hamilton Railroad stock, bid	71 25
5 "	Covington and Lexington Railroad Company stock, bid	78 25
40 "	Dayton and Michigan Railroad Company stock	no bid.
6 $100	Indianapolis and Bellefontaine, 6 per cent. convertible Bonds. First mort	no bid.

Wednesday, June 1, 1853.

1 Bond for	$1000 of Whitewater Canal Co., dated Dec. 5, 1845	15 00
1 "	$1200 of the Covington and Lexington Railroad Co., endorsed by the Western Baptist Theological Institute, bid	82 00
6 "	$100, of the Indianapolis and Bellefontaine Railroad Co., having interest at the rate of 6 per cent	96 50
63 Shares	Fireman's Insurance stock, per share, bid	17 50
20 "	Covington and Lexington Railroad Company stock, bid	71 75
18 "	Eaton and Hamilton R. R. stock, withdrawn.	
28 "	Cincinnati and Hillsborough Railroad stock, interest to purchaser	72 00
10 "	Do do do interest from Feb. 15 to purchaser	72 00
4 "	Do do do interest from April 1 to purchaser	70 00
20 "	Bellefontaine and Indiana Railroad stock	102 50
100 "	Peru and Indianapolis Railroad stock, purchaser gets the interest	68 00
3 "	Cincinnati Astronomical Society	7 00
12 "	Cincinnati Insurance Co. stock	23 50

MONETARY.

The Money Market at the East remains unchanged since our last quotations. Prime paper rates at 6 to 7 per cent., and is getting scarce. Call loans are easy at those rates. Business generally is dull, and the Stock Market inactive. In England the rates of interest had advanced to 3 per cent. Foreign Exchange rates at 109¾ to 110. Shipments of gold, in shape of ingots, have been made to amount of some $800,000.

The coupons on the Columbus city bonds, in aid of the C. C. & C. R. R., were due, and paid in New York yesterday, 1st inst., by Messrs. Winslow, Lanier & Co.

In Cincinnati market, money continues plenty and the demand active. Out of door rates continue from 9 to 12 per cent. Exchange has been fluctuating, and we now quote a decline of one fourth per cent.

The Stock Market shows no great activity. The better class of completed roads have advanced, as per our quotations. The sales of Stocks, &c., at auction, have been very limited. Business generally is dull, as usual, at this season.

We note in one of our city papers an article relative to the sale of shares of the Marietta Railroad Company stock at auction on Saturday last by Messrs. Hewson & Holmes, in which imputations of unfairness on the part of those gentlemen were freely made. We regret the intemperate spirit of that article, evidently penned in haste, as it will have a tendency, among those unacquainted with them, to injure the reputation of those gentlemen, whom we are satisfied would not be guilty of any such transaction as imputed to them—and cast discredit upon their Stock sales. As to the sales of the stock, it was an individual operation, entirely disconnected from the road, and not in any way intended to affect the value of the Stock of that Company in the market.

BANKERS AND BROKERS.

ELLIS & MORTON,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

ENGRAVERS, &c.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

General Map Establishment,
No. 3 College Hall, Walnut Street,
CINCINNATI.
E. MENDENHALL,
MAP, BOOK, & PRINT SELLER,
Has constantly on hand Guide Books of all kinds, Maps o fevery State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

HENRY H. SHIPLEY. WILLIAM SHIPLEY.
H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of Geo. K. Stillman,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

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RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3



ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S
Lithographic Establishment,
CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
†mrg

NEW WORKS
ON CIVIL ENGINEERING.

The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by
WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

FOR SALE.
A Taylor Cylinder Printing Press,
With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000—will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

CLINTON ROBSON & Co.
BRASS FOUNDERS,
No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

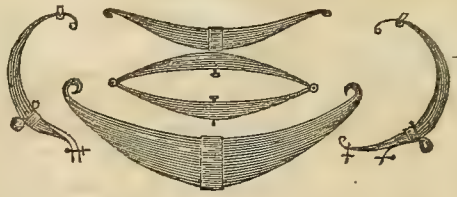
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.
MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to
McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

HEWSON & HOLMES,
Auctioneers & Commission Merchants.
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

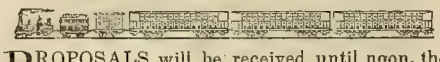
Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.
75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by
MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street.

NOTICE TO CONTRACTORS.



PROPOSALS will be received until noon, the 20th of June, for the graduation and masonry of the Franklin and Warren Railroad, extending from a point on the eastern State line of Ohio, in the county of Trumbull, to Ashland, Ashland county, Ohio, a distance of about 100 miles.

The line will be ready for examination June 13th. For particulars apply at the Engineer's Office, Franklin, Portage county, Ohio.

The remaining distance of the road, extending from Ashland to Dayton or Marysville, will be ready in a short time.

M. KENT, President of F. & W. R. R.
SAM'L H. KNEASS, Chief Eng'r.
Franklin, May 19, 1853.—je2-3t.

TO RAILROAD COMPANIES.

THE subscribers, who were the first to introduce

Warren's Fire and Water Proof
COMPOSITION ROOFS

in the West, would respectfully invite the attention of the Presidents, Superintendents, Engineers, and Contractors of Railroads, to their mode of roofing; as combining economy, durability, and safety in a degree superior to any other. Their Composition Roofs are well adapted not only to private dwellings, but to Warehouses, Railroad Depots, Sheds, &c., and have been extensively used on several Railroads with great satisfaction.

Being largely engaged in manufacturing, we propose selling to Railroad Companies our Roofing materials at a LOW PRICE, and to furnish a competent person to superintend the work, if desired; or, if prefered, to put on the roof at a certain price per square.

Companies that have not determined on some other kind of roofs for their buildings, may find it greatly to their advantage to correspond with the subscribers upon the subject.

S. M. & C. M. WARREN,
92 Pearl St. between Vine and Race,
May 19-1* Cincinnati, Ohio.

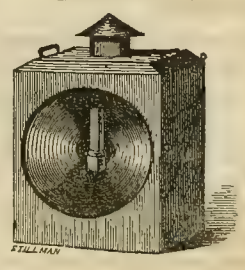
TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

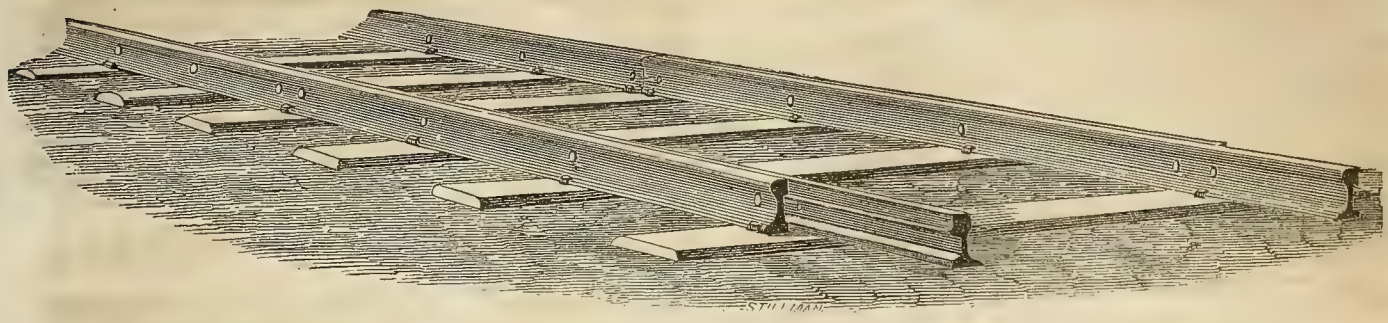
A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.
S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Bellefontaine and Indiana Railroad.

OPEN TO SIDNEY.

Trains will run DAILY between
CLEVELAND AND SIDNEY,
Commencing Monday, April 25, 1853.

Trains going East,

Will leave Sidney at 6.30 A. M., connecting at Bellefontaine, at 7.45 A. M., with the Morning Train north on the Mad River and Lake Erie Railroad; and at Galion with the Trains north and south on the Cleveland, Columbus, and Cincinnati Railroad, arriving at Cleveland in time for the Evening Trains east on the Cleveland and Erie Railroad, and the Cleveland and Pittsburgh R. R.

Trains going West,

Will leave Cleveland at 9 A. M., on the arrival of the Lake Shore Train; leaving Galion at 3 P. M.; connecting at Bellefontaine with the Evening Train south on the Mad River and Lake Erie Railroad, at 6.20 P. M., and arriving at Sidney at 7.30 P. M.

CHAS. SELLERS, Sup't.

May 5-1*

FULTON CAR MANUFACTORY,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Open and covered Freight Cars, four or eight-wheeled Crank and Lever Hand Cars, Trucks, Wheels, and Axles, and Railroad Work generally.

Cincinnati, Ohio, April 14, 1853.—†ap14.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.

Apply to J. A. & U. P. JAMES,
No. 167 Walnut st.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

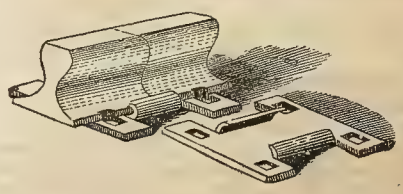
Leave Cincinnati for Dayton at 1.15 P. M
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
6*mr3 Superintendent.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House.

W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

RAILROAD LETTING.

PROPOSALS will be received at our office in Cincinnati, until Wednesday, the 8th day of June next, for the clearing, grubbing, grading, and masonry of the line of railroad from Cincinnati to Cambridge City, Indiana, about 60 miles.

Plan and profile of the road will be ready for examination about ten days before the letting.

The road passing through a dry and healthy country, where supplies are abundant, offers great inducements to contractors. There will probably be one short Tunnel, and the grading and masonry will be heavy. The work to be commenced immediately after the letting, and will be paid for by monthly estimates.

Offers for part pay in stock of the road will be favorably considered. A. DEGRAFF & CO.

Cincinnati, May 12-4t.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Cincinnati, Hamilton and Dayton Railroad Company, until the 10th of June, for the graduation, masonry, bridging, track—laying and ballasting of the second track of the Cincinnati, Hamilton and Dayton Railroad between Cincinnati and Hamilton.

Proposals to state at what time the work will be completed.

Profiles and specifications can be seen, and other information obtained at the Engineer's Office in Depot building, Cincinnati, Ohio.

By order of the Board of Directors.

S. L. SPAFFORD, Chief Eng'r.

May 24, 1853.—2t.

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

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†mr10

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors

AND CAR BUILDERS.

THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

PADUCAH & VINCENNES RAILROAD.

NOTICE is hereby given that BOOKS FOR THE SUBSCRIPTION TO THE CAPITAL STOCK in the Ohio River and Wabash Railroad will be opened one week after date, at the Office of the Ohio and Mississippi Railroad Company, in Cincinnati, under the superintendence of Eben B. Reeder, H. H. Goodman, and James C. Hall, and will continue open till the first day of June next. JOHN W. JONES,
May 16.–1* Sec'y of Commissioners.

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
Texas.....1400 " ....Capt. James Lawless,
Perseverance.1000 " ..... Capt. Thos. Forbes.
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THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

Land at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;

Cincinnati,	" Kountz,	"	Saturday;
Brilliant,	" Grace,	"	Sunday;
Pittsburgh,	" Campbell,	"	Monday;
Messenger,	" Klinefelter,	"	Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

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FORWARDING MERCHANTS,

STEAMBOAT TRANSPORTATION AGENTS,

No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;
Mixed do do 1-32 to ¾ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—200 kegs Shoenberger's and Wheeling Nails.

For sale by TYLER DAVIDSON & CO.,
†mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

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THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
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Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.
†mr3

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For 1853.

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III. List of Private Bankers in ninety cities and towns of the U. S.
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VIII. Commercial and Exchange Tables of European countries.
IX. Remarks on the great Scarcity of Silver Coin.
X. The London Quarterly Review on the Gold Question.
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Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

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David Watson, for Pennsylvania and Ohio line
Wm. M. Lloyd, for Union line; Henry Lloyd for D. Leech & Co's line; Thomas Bingham, for Bingham's line; R. M. Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

KELLY & McLANAHAN,
mr24*6 Hollidaysburg, Pa.

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TIRES of every diameter, for sale by
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BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

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Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
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MORRELL, SHOEMAKER & Co.,
mr10-tf No 64 Second street.

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AND
PRINTER'S WAREHOUSE.
L. T. WELLS, Agent.

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Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

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Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
Brevier	42 "	Diamond ..1	60 "

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FOR THE SOUTH AND WEST.

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Also, the towns, distances, and steamboat information relating to

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With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.

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Being a complete Guide through the

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AND LEGAL GUIDE.

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"A reliable manual of commercial and legal forms has long been a desideratum in the West, and this work will doubtless supply that want. We have carefully examined it, and find the chapters on promissory notes, bills of exchange, partnership, arbitration, &c., very comprehensive, yet concise. Here merchants will find the law without its jargon and verbiage. The forms of deeds, mortgages, leases, and other conveyances of land are admirable for brevity, yet we find them containing all the covenant and material points of the old complicated conveyances. The directions for drawing deeds, for executing and acknowledging them, in the several States and territories, must prove highly valuable to all who wish to draw such instruments."—Judge WARDEN, *Cincinnati Citizen, Sept.* 17, 1852.

"We find it eminently *a book for the people*, containing information necessary for every man to know—whether engaged in business or not."—*Germantown, O., Emporium.*

"The information is lucid, concise, and evidently exceedingly correct. It is intended as a popular work, and contains much information upon points not to be found in any other single book." *St. Louis, Mo., Times, Oct.* 4, 1852.

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No. 167 and 169 Walnut St., Cincinnati.

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Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING.

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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AGENTS.

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AND

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THE

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the July issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

THE DEBT AND CREDIT OF THE COUNTRY.

In our last number we presented the state of facts, in this country, in reference to the advance of *prices*. In the first number of the Record we exhibited the increase of currency and the increase of gold. The result of inquiries into the currency was, that there existed a greater amount of currency, both positively and relatively, than had ever been known before in the United States, and that one half of that was actual coin. In our last article we also proved a great advance in *prices* all over the country, in labor, lands, and assessments. The last fact may be considered a legitimate result of the first. We next inquired whether this advance in prices was all of it real, or much of it in *anticipation* of the rise in future years?

To enable our readers to answer that question for themselves, there are two remaining problems to be solved, viz.: What is the aggregate *debt* of the country? And what is the annual addition to its capital? Both these problems may be solved with sufficient accuracy for general purposes.

1st. Of Debt. The debts of the nation may be divided into *six different* classes, viz.: the National Debt, the State Debts, the Municipal Debts, the Railroad Debts, the Mercantile Debts, and the Private Debts.

The *National Debt* is the first, and on the 1st of December, 1852, amounted, according to the Annual Treasury Report, to $65,131,692.

The *State Debts*, (according to the American Almanac for 1853,) were, in total, $202,557,762. The largest amounts of debt in the several States were as follows, viz.:

Pennsylvania	$40,114,236
New York	22,623,838
Virginia	17,575,629
Ohio	17,339,216
Illinois	16,627,509
Maryland	15,260,670
Texas	12,436,991
Louisiana	11,492,566
Mississippi	7,271,707
Indiana	6,907,477
Alabama	6,742,339
Massachusetts	6,301,030
Kentucky	5,726,208

Four States only (Vermont, Delaware, Florida, and Wisconsin) have no public debt.

The next form of debt is that of Municipal Corporations. The following is an *approximate* table of municipal debts, but as it is impossible to ascertain all the municipalities which have incurred debt, and the amount of it, it is obviously too small. Some of the following amounts may have been diminished; but it is certain more has been added in other places.

Bangor, Me	$150,000
Portland, Me	200,000
Lowell, Mass	146,150
Boston, Mass	1,518,700
Providence, R. I	218,970
Hartford, Conn	37,000
Albany, N. Y	435,732
New York	14,790,424
Philadelphia	8,150,000
Pittsburgh and Allegheny county	3,450,000
Baltimore, Md	7,830,000
New Orleans	3,500,000
Cincinnati	2,840,000
Chillicothe	50,000
Louisville	1,500,000
Memphis	650,000
Charleston	1,000,000
Savannah	2,675,000
St. Louis	2,400,000
Milwaukie, Wis	200,000
Nashville, Tenn	1,000,000
Covington, Ky	200,000
Peoria, Ill	75,000
Oquawka, Ill	25,000
Janesville, Wis	50,000
Marietta, Ohio	100,000
Columbus, Ohio	200,000
City debts	$53,391,976
Counties of the Western States	10,000,000
Municipal debts	$68,391,976

The above may be regarded rather as *samples* than aggregate of the whole. The total debt of Municipal Corporations probably amounts to $70,000,000. Several of the above cities and towns probably owe more than is set down to them, and there are others not included in the list. *Seventy millions*, however, will very nearly cover the municipal debts of the United States. The heavy debt of New York city was incurred chiefly for the Croton Water Works. More than half the total debt, however, has been made to aid railroads.

The *Railroad Debt* is the next class. For this we have some data. The report of the State Engineer of New York for 1852, shows that the principal railroad lines of New York cost, in round numbers, eighty millions of dollars, and that of this sum, about *forty millions*, or one half, existed in the form of debt. The total cost of railroads in the United States, up to the year 1853, including those not finished, was not less than *five hundred millions* of dollars. In New England, the debt on railroads is less than in New York; but in the

West and Southwest it is greater. On the whole, it may be assumed that *one half* the cost of American railways exists in debt.—*Two hundred and fifty millions*, at least, is the total of railway debts.

We next proceed to the *Mercantile Debt* of the country; and here we meet with a great difficulty. A bond debt exists only between two parties. But the *same sum* may be debt among mercantile parties ten times over.—Thus, A B imports foreign goods to the amount of $100,000, and sells to X, Y, Z, W, each $25,000. X, Y, Z, W, jobbers, sell to M, N, O, P, Q, country retailers, $5,000 each. The result is (if the goods are transferred on credit) that *twenty* retailers owe *four* jobbers for the *same goods*, which the four jobbers owe *one* importer, and for which he again owes the foreign manufacturer. But, in this instance, we will suppose only one debt for the same thing; for we are aiming first to show the debts of the *country*. The average importation of foreign goods is two hundred millions, mostly on six months credit. We will suppose *one fourth* to be paid in cash. *One hundred and fifty millions* express the mercantile debt of the country; a debt which is constantly in the process of being paid, but which is always renewed.

We come now to the *Private* or *Domestic* debt of the country; and here we may say that the same amount of mercantile debt above mentioned is to be repeated; for it is now renewed in the shape of credits to the retail merchants. But there are two classes of debts remaining which are exceedingly difficult to arrive at. These are debts between individuals, and debts on bond and mortgage. But we still have some *data*.

We have first the *bank discounts*, and next, in some States, the returns of money at interest. These two will include nine tenths of the whole individual debt. But we must premise that nearly the whole mercantile debt above mentioned must be taken out of the bank discounts, before we get at the private loans. For, it is the banks that supply merchants with the means of giving credit. The total of bank discounts is about *four hundred and fifty millions*. From this we deduct *three hundred millions*, the mercantile debts of importers, and the domestic debt of the retailers.—There remains *one hundred and fifty millions*, as the private debts of individuals to banks. Of money at interest and book accounts, there is in the State of Ohio, about *eight per cent.* of the whole amount of property. That is, however, only a balance after deducting the debts of the individual from his credits.—If, however, we suppose in the whole United States to be deducted the private debts of individuals for merchandise, which equals the amount of retailers' credits, (one hundred and fifty millions,) and the residue of bank discounts of merchants, (three hundred millions,) then the *total amount of individual accounts*, and money at interest, (including bonds and mortgage,) will be that sum and *eight per cent.* on the property of the United States added.

The above sum (for deduction) is four hundred and fifty millions; and *eight per cent.* on the assessed property of the country is *four hundred and eighty millions*. The total private or individual debts of the country, then, is *nine hundred and thirty millions*. This is the debt which exists between men all over the country, and exists by the process of buying and selling.

We have now approximated the aggregate of debts existing in various forms in the nation, and among the States, municipalities, railroads, merchants, and individuals of this country. It will be seen that the *private*, individual debts among the people are, at last, the great mass of the whole. This will not appear strange at all to any one who casts his eye around society, and observes the continual transfer of property, most of which is transferred on credit. Within the last year, for example, immense bodies of real estate have been transferred, and three fourths of the whole purchase money lies on credit. So also a bale of dry goods has been transferred on credit till it has created a debt four times its value. It is this extension of private and commercial credit which so immensely extends the debt of the country. Let us now aggregate these debts, and see in what proportion they exist. The following is a summary of debts.

National Debt	$65,131,692
State Debts	202,557,762
Municipal Debts	70,000,000
Railroad Debts	250,000,000
Mercantile Foreign Debt	150,000,000
Private Domestic Debt	930,000,000
Aggregate	$1,667,689,454

Of this debt, about *five hundred millions* is held abroad, or on foreign account. The residue, making nearly *twelve hundred millions*, is held among the citizens of the country. It is obvious, from this state of fact, that the solvency of the country depends on *the solvency of merchants and individuals*. It is private credit which at last sustains the whole fabric. The $250,000,000 of railroad bonds will be easily paid, and double as much more, *if the individuals who have subscribed railroad stocks can make good their subscriptions in cash*. It is undoubtedly true, however, that a great deal of railroad stock has been subscribed on the idea that money can be borrowed, lands sold, and property realized at advanced prices. A rising market, increased supplies of gold, and a prudent conduct of business, will enable stockholders to pay their subscriptions; but it is evident that in the extension of credits now apparent, there must be great prudence in the conduct of business. "Make haste *slowly*," is an ancient maxim which contains much practical wisdom.

We have seen no *attempt* (and ours is only an attempt) at solving the problem of general indebtedness, which we have undertaken above. We believe that the first *five* classes of debt described above, are very nearly correct. The last is the one which presents the greatest difficulty; and we can only say as to that, we have *not overrated it*.

If the above statement be correct, the entire indebtedness of the country is about 20 per cent. on the entire value of property in the nation. In our next article we shall make an *estimation of the value of property*.

Railroads.

FORT WAYNE AND MISSISSIPPI R. R.

We have a copy of Wm. S. Morgan's, Esq., engineer, report of a survey of this road, from which we gather the following particulars:

The survey commences at the western line of the State of Indiana, in the northwest part of Jasper county, at the terminus of an air-line road from the Mississippi river through Illinois, thence running 15 miles southeastwardly, thence 31 miles due east, via Rensselear, thence northeastwardly to Winamac; thence again intersecting the air line, from which it was necessary to diverge to get around Beaver lake. From Winamac, the line runs due east, through Rochester, to Fort Wayne.

From the State line, around Beaver lake, the route is level and marshy, affording means of cheap construction; thence to the summit between the outlet of the lake and Cortes' Branch, the grade is increased. From Cortes' Branch to the Iriquois river the route is generally level, and so continues till near Hanging Grove, where it is more rolling; thence it is uniform and level to the big Monon river, near which it crosses the New Albany and Salem Railroad, within 80 rods of Reece's depot. From the Big Monon river the route is flat and marshy, with scattering timber, until near Winamac, where there are large sand ridges, but which may be avoided by intersecting the straight line at the crossing of the Michigan, Logansport and Ohio River Railroad, some three and a half miles from that place; this would also place the line upon better ground and more favorable for crossing the Tippecanoe river. From Tippecanoe to Rochester it is somewhat rough, passing half a mile south of Bruce's lake, and 20 rods north of Lear's lake, crossing Mud creek and Mud creek marsh, three miles wide, perfectly good for the road bed. From Rochester to Eel river, the country is broken by small streams and heavily timbered. From Eel river to Fort Wayne the country is more level, the only difficult point being the crossing of the

Aboite, which might be avoided by an increase of 2,640 feet of distance, by diverging near Rochester, and passing by way of Liberty Mills, which is much more favorable, though less direct.

The whole length from Fort Wayne to to State line is 129 miles.

The highest gradient is 25 feet per mile. The average estimate of cost is $12,165 per mile, for preparing the road for running.

Total for 139 miles	$1,569,295
Add rolling stock	300,000
Depots, shops, engineering, and contingencies	137,000
Sum total, ready for operation	$2,006,295

No estimate is made for *right of way*, as the citizens along the line have expressed a willingness to grant the right of way free of cost.

New Boston, on the Mississippi, is the western terminus of this line, thence to Philadelphia, is as follows:

	Miles.
New Boston to Lacon, Ill	84
Lacon to Ind. State line	98
Fort Wayne	123
Pittsburgh	318
Philadelphia	353
Total	974

Mr. Morgan says that the detour around Beaver lake can be avoided, and that true economy in the construction of this road would dictate the draining of this lake, by which, in addition to the recovery of a large amount of valuable land — the lake covering 16,000 acres—an immense saving in the cost of running would be made. The average depth of Beaver lake is but 9 to 10 feet, while from the levels taken upon survey, it is found to be 70 feet above the Iriquois river, 17 miles west, and 15 feet above it at Rensselear. Its being situated between both the Iriquois and Kankakee rivers, seems to be conclusive that it can be drained. This would shorten the line six miles, and make it, with its connections, the longest *straight line* road known.

The grade in no case exceeds 25 feet to the mile, and for the major portion not over ten feet; forty-seven miles are a dead level. This low grade and absence of curves will make a saving of from 33 to 50 per cent. in the motive power necessary. From Philadelphia to the Mississippi river, at New Boston, the present western terminus, but one change is necessary, at Pittsburgh, the line being of uniform gauge.

Such is the tenor of Mr. Morgan's report. The survey, owing to the unfavorable weather, was not as complete as he desired to make it; but from it a close approximation to the the facts in regard to the route can be made. As to the value of the route as a paying road, others can judge as well as ourselves.

PIONEER RAILROAD OF OHIO.

LITTLE MIAMI RAILROAD.

The Hamilton *Intelligencer*, speaking of the present market value of the stock of this road, says:

Yet we have seen the time when a county subscription of a few thousand dollars was lost to it, on the ground of its "running the country into debt," "burdening the people," &c. We have seen the time when we peeped through the cracks of a wooden shed, with boyish wonder, to see for the first time "*the* locomotive." And what a locomotive it was! A little teakettle of a thing, which would have looked like a mouse beside one of the elephants of the present era. With eyes dilated, how we listened to the tale of its tremendous, fearful whistle!

This little locomotive plied daily between Cincinnati and Milford, on a flat bar; winding a tortuous course around farms, because the Company was too poor to buy the right of way through them, and carrying a little freight and a few passengers over grades too expensive to be subdued. And it is a positive fact that the Company was about that time unable to obtain credit for a load of coal!

Lo, what a change! The stock which went a begging is now begged for, the road is stocked with many huge engines and hundreds of cars. the track has been straightened, leveled, relaid, and will shortly be doubled, and the Company can command millions where it could not then command thousands.

"And this is all attributable to the wonderful growth of our State!" says one. Not altogether. Of course the prosperity of the country had something to do with it; but energy had still more. This was the pioneer road. Though not the first begun in Ohio, it was the first finished. Its proprietors launched into "the untried ocean of experiment," and built it by slow and painful degrees, against a hurtling storm of pitiless public opinion.—The enterprise needed a Columbus, boldly to sail over the unknown sea, peopled with fabulous monsters—

"Gorgons, hydras, and chimeras dire,"

and beyond it, to step upon the firm ground of a prosperity unlooked for by the wise owls of the day. This man was found in Wm. H. Clement, the oldest superintendent in Ohio.

The reading of the above is very suggestive. No road within our knowledge offers better evidence of the rapid strides of railway progress in the West; or presents a more complete exemplification of the fruits of perseverance under difficulties. Within the memory of many of the citizens of our city, the time has been when the Little Miami Railroad Company could scarcely get trusted to the amount of five dollars — when, awaiting the arrival of every train at the city terminus, crowds of hungry creditors stood ready to pounce upon, and share among themselves, the receipts of the conductor for the trip—twenty-five cents here, half a dollar there, and a dollar in another place. When David Griffin, Esq., was heard to say, in a speech at the old Medical College, that all money spent on railroads was money thrown away — much better be expended upon the Whitewater Canal, (then just springing into existence,) that *would* pay, as it went through a wealthy farming region; but railroads *would never do*. How has the prophecy been fulfilled! The stock which then could not find a purchaser at any price, can now scarcely be had at any price, so desirable is it as an investment, while the Whitewater Canal is not taking in money sufficient to keep up repairs. And while the Little Miami stock is worth 130 cents on the dollar, the Whitewater Canal indebtedness can not find purchasers at fifteen cents on the dollar.

Several causes have combined to complete the prosperity of this road, and we fully concur with the *Intelligencer* in believing the chief cause to be the efficiency of its Superintendent. The growth of our State in wealth, and travel and traffic within its borders, have been very great, and have tended in no small degree to aid in the prosperity of the Little Miami Road. Yet this very road has been one very great means of the prosperity of our city, and we are largely indebted to the untiring energy and unflinching determination of its directory, which, when the horizon was darkened, and no glimmer of the present broad sunshine of success was yet visible, persevered under difficulties that would have overwhelmed many, until they have placed the road second to none in efficiency and completeness.

SCIOTO AND HOCKING VALLEY RAILROAD.

A meeting of the stockholders of this Company was recently held at Portsmouth to hear the report of the directors, and transact such other business as might be found necessary.

The number of directors was increased to nine, giving each county along the line a representative in the Board.

The report, we understand — not having been favored with a copy—was an able document, filled with valuable statistics of the road, and was, moreover, satisfactory to the stockholders.

An election was then held for directors for the ensuing year, which resulted as follows:

J. V. Robinson, President, Portsmouth;
C. A. M. Damarin, Portsmouth;
J. L. McVey, "
P. Kinney, "
Joseph Riggs, "
Jacob Westfall, Jackson;
Thomas Davis, Vinton;
R. Wright, Hocking;
E. A. Spencer, Perry.

Toledo, Norwalk and Cleveland, and the Junction Ohio Railroads — Consolidation.—Arrangements have been made by which these two lines will be consolidated under one management. The Junction Road will be completed between Cleveland and Sandusky City within a few weeks, and to Toledo some time next fall.

CINCINNATI, DAYTON & TOLEDO R. R. CO.

A Convention of the friends of a proposed road from Dayton to Toledo, via Piqua, St. Marys, Delphos, &c., met at Dayton, on Monday—May last, to receive the report of Mr. Pomeroy, the surveyor, which was as follows, From Dayton to Defiance, via St. Mary, exclusive of iron:

Length, miles	106
Maximum grade to the mile, feet	31
Minimum radius of curve, feet	11.460
From Dayton, on the east side of the Miami, miles	106½

In other respects about the same as first route.

From Dayton, via Stillwater Valley to Covington, St. Marys, Delphos and Kalida, is 125½ miles, in other respects, about the same as the first two routes.

The relative length of the several routes mentioned between Dayton and Toledo, is as follows:

Via Piqua, Delphos and Gilead, miles,	148¾
" Piqua, Delphos and Defiance, miles,	156¼
" Covington, Delphos and Defiance, miles	155
" Covington, Delphos and Gilead, miles.	147½

The average cost per mile was estimated as follows:

Grading,	$6,234
Superstructure,	9,267
Rolling Stock and Station Buildings,	2,454
Land Damages,	300
Total per mile,	$18,255

The report was adopted, and articles of association drawn up and agreed to, as follows:

The undersigned hereby associate ourselves together to form a Company, to construct a Railroad, under the name and style of the "Cincinnati, Dayton and Toledo Railroad Company."

The road aforesaid, shall run from Dayton as a southern terminus through the counties of Montgomery, Miami, Shelby, Auglaize, Allen, Van Wert, Putnam, Defiance, Henry, Wood and Lucas to Toledo as a northren terminus.

The amount of the Capital Stock shall be two millions of dollars, divided into shares of fifty dollars each.

Resolutions were adopted, appointing Corporators to carry out the objects of the organization. Also committees to confer with the several Roads interested in the connections of this project, as to subscription, &c.; and that the surveys on the line be continued, and prosecuted immediately to completion, under the direction of the Committee heretofore appointed to superintend surveys.

After which the Convention adjourned, subject to a call of the Commissioners.

☞ The Xenia Torch Light states that a strong force is at work on nearly every mile of the coal road between Xenia and Dayton, and the work is progressing rapidly. The Company intend to put the whole line to Chillicothe under contract at an early day.

LAKE ERIE, WABASH AND ST. LOUIS R. R.

The Toledo *Blade* says that a corps of engineers on the Lake Erie, Wabash and St. Louis Railroad has arrived at that place, and has proceeded up the Maumee to take position on the route. Mr. Colburn, the chief engineer, has proceeded to Lafayette via Cincinnati. The surveys are to be commenced simultaneously along the whole route, from Toledo to Danville, in Illinois. It will be remembered, says the *Blade*, that Messrs. Ross, Boody & Co., took the whole contract. Subcontracts on portions of the route are to be let on the 25th of this month, (May.) This looks like pushing the enterprise with the energy and determination promised by the Company under its recent new organization.

The secretary of this road is J. N. Drummond, Esq., of this city, at present Secretary of the R. L. & N. F. Railroad. Mr. D. left on Monday for Indiana, to commence the duties of his new office. The Company is fortunate in securing the services of so faithful, energetic and accomplished a secretary as Mr. D. has shown himself to be, in his management of railroad business.

This road rejoices in a great variety of names, being known as the Wabash Valley and Toledo, Toledo and Illinois, Toledo and St. Louis, in addition to the one at the head of this article. Books have been opened for subscriptions to the capital stock, and quite an amount was subscribed at once upon the Ohio portions. The directors will be elected on the 27th inst.

ALABAMA AND FLORIDA RAILROAD,

BETWEEN MONTGOMERY, ALA., AND PENSACOLA, FA.

The stockholders of the Florida portion of this road met, on Tuesday, 17th ult., at Pensacola, and elected the following Board of Directors, viz:

Wm. H. Chase,	A. L. Avery,
Walker Anderson,	H. F. Ingraham,
Francis Moreno,	Alex. McVoy,
Francis Bobe,	Wm. H. Baker

Francis S. Jackson.

Subsequently, a meeting of the directors elected Hon. WALKER ANDERSON, President, and SAMUEL A. LEONARD, Secretary and Treasurer.

On the 3d ult. the directors of the Alabama portion of this road were elected at Montgomery, as follows:

Thos. J. Judge,	G. Goldthwaite,
Thos. M. Cowles,	Wm. Taylor,
W. M. Marks,	F. Freeman,
A. McGehee,	B. S. Bibb.

THOS. J. JUDGE, Esq., was subsequently elected President of the Board of Directors.

The spirit is up, and the work goes bravely on. We hope soon now to have the unbroken line of road to the Gulf of Mexico completed.

WINCHESTER AND ALABAMA RAILROAD.

We are indebted to Minor Merrewether, Esq., the present Engineer, for a copy of the report of P. S. Decherd, Esq., President, and E. D. Sanford, Esq., (late) Engineer of this road, from which we gather the following facts.

The amount of subscriptions on the Tennessee portion of the line, at last report, was $311,800, inclusive of the State subscription of $8,000 per mile. The estimate for construction of the same portion was $279,200, and equipment, for the present, $32,600; thus coming within the subscriptions, and needing only prompt payment on the part of stockholders, to complete that part of the line at an early day.

In Alabama, the individual and other subscriptions are $130,000.

One half of the Tennessee portion has been graded, the entire masonry completed, and the bridging almost entirely finished.

From the State Line to New Market, in Alabama, the line has been located, but not put under contract.

This is an important link, in the grand chain of intercommunication between Cincinnati, and the north generally, and central and southern Alabama and Florida. Its lateral connections and intersections, will also be very valuable, opening northern Alabama and southeastern Tennessee, to Northern or Southern markets.

We are pleased to see it in such a state of forwardness, and hope to hear of its rapid completion.

THE SAVANNAH AND PENSACOLA RAILROAD.—The Savannah *News* says, that nearly one million of dollars, *bona fide* subscriptions, have been made to the stock of this road in Savannah and vicinity, and will be largely increased. Engineers have been engaged for months past in surveying, and have nearly completed the route, between Savannah and Albany. The Company is waiting for the report of their Engineer, which is to determine the location of the road. This important matter fixed, the work will be commenced and prosecuted with the energy and perseverance characteristic of all the important undertakings in which Savannah has ever embarked.

☞ The citizens of Hancock county, Ill., are to vote on the 30th inst., upon three propositions submitted to them by the County Court. First, the subscription of $30,000 to the Capital Stock of the Warsaw and Rockford Railroad Company; second, $60,000 in the Stock of the Mississippi and Wabash Company; and, third, $10,000 in the Augusta and Warsaw Plank Road Company. Bonds to be issued, bearing 8 per cent. and payable in twenty years.

MARIETTA AND CINCINNATI RAILROAD.

The attention of railroad contractors is invited to the advertisement of the President and Chief Engineer of the M. & C. Railroad, which appears in our columns to-day. By that advertisement it will be seen that the whole of the GREAT OHIO VALLEY RAILROAD, from near Cincinnati to Bridgeport, opposite the city of Wheeling is soon to be in process of construction.

The first contract of seventy-five miles was let about eighteen months ago, and is nearly ready for the iron, which is now arriving in the country. Sixty-five miles were placed under contract last fall, and the two divisions now offered, embrace between eighty and ninety miles.

This is the longest road in Ohio, under one charter, and it is designed to be the best in the Union. Its shortest curve has a radius of two degrees, or 2865 feet. Its heaviest grades are not over 50 feet to the mile, and these for short distances and on straight lines. It is to be laid with the best compound rail, weighing seventy-five pounds to the yard. Nearly 100 miles of the road will be completed the present year.

This road forms an important portion of what will be practically the shortest route from Cincinnati to Baltimore, and from Cincinnati to Philadelphia, New York and Boston. The line must also command the travel and trade of the rich States of Kentucky and Tennessee with the Atlantic cities, and with the valley of the upper Ohio and the Allegheny.—*Marietta Intelligencer.*

FRANKFORT, KOKOMO AND FORT WAYNE RAILROAD.—The subscribers to the Capital Stock of this road, met at Frankfort in Clinton county, Indiana, for the purpose of organization.

After some discussion, as to whether the north-eastern terminus should be at Peru or Kokomo—which was decided in favor of the latter,—stock to the amount of $53,000 was signed to the articles of association, thus completing the organization.

A Board of 12 directors was then elected, which organized by the election of the following officers, viz :

Samuel D. Maxwell, *President.*
C. D. Murray, *Vice President.*
John W. Blake, *Secretary.*
W. Seawright, *Treasurer.*
—— Condit, is the *Engineer.*

Stock had, at last account, been subscribed to the amount of $116,000.

The road will run from Crawfordsville in a very direct line through what is known as the great Miami Reservation, to Fort Wayne; and will form a portion of the connection between Evansville and Sandusky City, spoken of elsewhere in our columns.

PACIFIC RAILROAD LOAN.—Mr. Thomas Allen, President of the Pacific Railroad Company, of Missouri, is now in New York, to negotiate of a loan of four million dollars, on an issue of mortgage bonds by that Company.

CINCINNATI & FORT WAYNE RAILROAD.

The Richmond *Palladium* says, At a meeting of the Board of Directors of this Company, held in this city, a few days since, it was officially reported that the subscriptions of stock to this work, had reached a sum exceeding *four hundred and fifty thousand dollars*, and those best qualified to judge, express full confidence in a very large addition in a very short time. Bids for portions of the work, and others for the building of the entire road, including the furnishing of the iron and rolling machinery, were received by the Board. The President also informed the Board that he had had a correspondence with other contractors in the east, who are anxious to examine the line, and who will in a few days pass over the ground, preparatory to making their bids. The estimates of the engineer were not sufficiently prepared, to enable the Board to enter into a contract, hence the letting of the work was postponed for a few days. A few weeks, at furthest, will enable the Company to put the entire line under contract, with provisions for its early completion.

We are also informed that the agents of the Company for procuring the right of way, have so far been very successful, and upon the most favorable terms to the Company. Grounds for depot accommodations at this place, with the necessary buildings, to be erected under the direction of the Company, were offered to the Board, under the condition of a certain location.

It is now but a little over sixty days since the Company in this State was organized, and the line has been surveyed, the work almost ready for letting, and a subscription far exceeding the expectations of its friends has been secured. Past success argues well for the future, and the completion of the road may be put down as a "fixed fact."

JACKSONVILLE AND ROME RAILROAD.—The Engineers of this road Messrs. Unille, Lox and Le Hardy commenced the survey at this place on yesterday. Several routes will be surveyed and the most eligible one selected; and the public will be made acquainted with the final location in a few weeks.

Considerable delay in the survey and location of this road has occurred, which it was not in the power of the friends of the enterprise or Board of Directors to remedy—first in the disappointment by the first Chief Enineer elected, and afterward by other hindrances. These have all been removed, and nothing will now hinder, either the location, or the speedy construction of the road, but illiberal and contracted policy of its friends.

It is believed by good judges north and south, that this important link when finished, will be the most profitable road in the whole southern country. Will not its friends—those whose real estate is to be doubled in value by its construction, come up with public spirited, praiseworthy liberality, and build it at once? We hope so—but must await the necessary time either to disappoint or realize that hope. —*Jacksonville (Ala.) Republican.*

COLUMBUS & FORT VALLEY R. R.

The Columbus, Ga., *Enquirer* says:

"The whole line of railroad from this city to Fort Valley is now finished, and there remains no gap between here and Savannah.—Situated as we are, nearly three hundred miles apart, the fiery steed that puffs and whirls along on the iron track, brings us almost within speaking distance of our friends on the seaboard. In a short time the trains will pass from one point to the other, between the rising and setting sun. Who would have dreamed of such a thing twenty or even ten years ago? In years gone by it was a task of toil and time to visit the commercial emporium of the State. The flagging steed, the buggy, and the driver wended their slow and heartless way over the heavy sands and interminable pine forests of the apparently worthless space. A month's hard travel would scarcely carry the man of business or pleasure to Savannah, and land him at home again. How changed from that day to this. The hour comes, and now is, when we may view the rising sun from the banks of the Savannah river, and bid adieu to its setting glories from the margin of the beautiful Chattahoochee. Is there a doubt on this subject? Not one.

But we have no intention of dealing in the extravagances to which the occasion might well give rise. The reality is enough; the truth is stranger and more impressive, in this connection, than the fiction which could be coined in the most glowing imagination. It was the boast of our enemies, a short time ago, that our beautiful city was isolated from the rest of the surrounding world; that the railroads passed on every side, increasing the wealth of every other section, and leaving us to pine away and ultimately perish in the lethargy of an inactive policy. What say say these prophets of evil now? We are already bound to the Atlantic coast by bands of iron, and soon the travel and the commerce of the Gulf of Mexico will be seen rushing hitherward along the great work, now rapidly progressing from here to Mobile. We were tauntingly told to look out for and take care of ourselves. This advice, given in derision, has been acted on in earnest, and the result is this day flung, in proud defiance, into the very teeth of our mistaken and heartless revilers."

SOUTH CAROLINA RAILROAD.—We learn from our exchanges that H. W. Conner, Esq., has resigned the Presidency of the South Carolina Road, to take effect July 1st. The successor has not yet been selected. Mr. Conner, when he went into office, said that he would hold it until the stock should become par. It is now worth a premium of 3 per cent. He has accomplished his object, and wishes to retire.

LITTLE SANDY RAILROAD.—This is a proposed road of some thirteen miles, to run up the Little Sandy River from Greenupsburg, for the accommodation of the iron trade. A survey has been made, and the estimate is about $92,000, or some $7,000 per mile.—$60,000 of stock is said to be secured already. and there is but little doubt that it will be built.

LAWRENCEBURG AND UPPER MISSISSIPPI RAILROAD—OPENING TO GREENSBURG.—The opening of this road for travel, 42 miles, to Greensburg, was celebrated with great rejoicings at that place on Monday, 30th ult., and at Lawrenceburg on Tuesday. The cars passed over the road several times, which was found to be very smooth for a new road.

The stations on the road thus far are,

	Miles.	
Lawrenceburg,		
Guilford	6½	
Harman's	7½	14
Vanwedden's	3	17
Lefler's	3	20
Spade's	2	22
Batesville	6	28
Crackaway	5	33
Greensburg	9	42

This latter station is not quite half way to Indianapolis. The road has been pushed with energy thus far; and will be completed with as little delay as possible, such early consummation being rendered necessary by opposition lines.

CANADIAN GRAND TRUNK LINE.

The London *Times* of April 14th, says of this project:

"This company is authorized by the Legislature of Canada to be constituted by the consolidation of several companies, incorporated for the construction of different sections of the main trunk line throughout the Province; and it appears that arrangements are in progress for the amalgamation of the Grand Trunk Railway of Canada East, the Quebec and Richmond, the St. Lawrence and Atlantic, the Grand Junction, and the Toronto and Guelph railway companies with the Canadian Trunk Railway, forming together 964 miles of railway, including a bridge over the St. Lawrence at Montreal, with a combined capital of £9,500,000.—The amount already raised in shares and expended on the St. Lawrence and Atlantic, and Quebec and Richmond railways is stated at £683,400; and raised on bonds, £733,000; together, £1,416,400. The amount reserved in shares and debentures for the shareholders of these companies, on the consolidation taking place, is £837,600, making with the former amount £2,254,000 and leaving £7,246,000 to be provided by the Grand Trunk Company. It is proposed to raise £3,623,000 in shares of £25 each; £1,811,500 in debentures of £100 each, payable in twenty-five years, bearing 6 per cent. interest, and convertible into shares on or before the 1st of January, 1863, at the option of the holder; and £1,811,500 in debentures convertible into bonds of the Provincial Government of £100 each, payable in 20 years, bearing interest at 6 per cent. per annum. It appears the contractors have agreed to take one half of the shares and give to the other shareholders the option of taking two-thirds of those shares at par on the 1st of July, 1854. The shareholders are to receive at par debentures of each description, similar in amount to their shares, the amount of the debentures being equal to the amount of share capital. Interest at the rate of 6 per cent. per annum from the completion of the amalgamation until the entire works are finished, will be paid half yearly on the amount paid upon each share. The first payments on the shares is to be £5 on each share, and 20 per cent. on each debenture, the remainder to be paid by instalments not exceeding £2 10s. on each share, and 10 per cent. per debenture, at intervals of not less than four months between each call. About 250 miles of the railway are now open for traffic, and a further section of 140 miles is expected to be open by the end of the present year. Messrs. Peto, Brassey, Betts and Jackson have undertaken, within the estimate, six-sevenths of the remaining works, including the St. Lawrence bridge. The estimated revenue on the Grand Trunk line, including the Atlantic and St. Lawrence Railway, proposed to be leased, from its junction with the Grand Trunk Railway to the city of Portland, 148 miles, making together 1,112 miles of railway, is £1,479,660 per annum, or above £25 per mile per week, and deducting £591,864, or 40 per cent, for working expenses, leaves a profit of £887,796. The interest on the debenture debt (£4,635,200) would amount to £278,100 and the rental of the Atlantic and St. Lawrence Railway, £60,000; together, £338,100; leaving, according to the estimate, £549,696 for dividend on the share capital of £4,864,800, or nearly 11½ per cent."

CINCINNATI WESTERN RAILROAD.—We observe that the grading on this line, between Cambridge City and New Castle, is nearly finished, and the iron will be laid soon. Mr. DeGraff advertises the sub-letting on this side Cambridge City. There is a fair prospect that this line of railway, one of the most important leading from this city, will be carried on energetically, and finished at an early day.—By the report of the engineer, we see it will leave the city by the way of Cumminsville, ascending the west fork of Millcreek, and crossing the ridge with a short tunnel. This is a section of country through which there has been as much travel, and produce carried, by turnpike, as on any other leading to the city. The Western Railway will undoubtedly be an important commercial avenue to the city, and yield its proprietors good dividends.

JEFFERSONVILLE RAILROAD.—We learn from the Louisville *Courier* that the new Board of Directors of this road met yesterday, and organized by the re-election of W. G. Armstrong, Esq., as President. Much business was transacted, and among it the Board resolved upon the immediate construction of the extension of the road from Edinburg to Indianapolis, and the President was ordered to advertise for proposals for construction; the lettings to be made on the first Monday in July, and to contract for iron sufficient for the track.

The prospects and business of the road were shown to be in a highly favorable condition and daily increasing.

☞The corporation of the City of Lamasco has subscribed $50,000 to the stock of the Evansville, Indianapolis and Cleveland Air Line Railroad. That is liberal—yet she will do much more by individual subscription.

SAVANNAH AND ALBANY RAILROAD CO.

The meeting of the stockholders of this Company was held in the Exchange this morning, pursuant to adjournment.

The committee to report on the report of the President and Directors of the Company, etc., submitted yesterday, made their report to the meeting. We only give an outline of its main features. The Committee recommend the surrender of the charter under which the Company organized, the abrogation of the subscriptions made by the stockholders, the dissolution of the Savannah and Albany R. R. Company, the extension of the South Western Railroad from Americus to Albany, the organization of a new company, to promote the connection of Savannah, with Middle Florida, and the making application to the next Legislature of Georgia for a new charter under which such company could proceed. The report was unanimously adopted. Col. Tift, who was on the committee, submitted a minority report differing essentially from the report of the majority, and which he deemed it his duty to make, in justice to the interests which he represented.

W. B. Gaulding Esq., submitted a substitute for the committee's report, which he advocated at some length, it was in effect that the Savannah and Albany Railroad Company proceed with the work under their present charter, as far as the Altamaha, and thence to the Tallahassee; and make provision for the building of a road to Albany from the Altamaha under certain contingencies. The substitute was lost.

After the vote had been taken upon the majority report Dr. Screven made some remarks in which he urged the transfer of private subscriptions from the Savannah and Albany Company to the stock of the new company yet to be organized. A resolution to that effect, submitted at the close of his remarks was adopted. After which the meeting adjourned.

We feel it our duty, as it is our pleasure to say, that the best feeling characterized the proceedings of the meeting this morning, amid all the diversities of opinion which were expressed; and we apprehend that the most amicable relations between our own citizens and our friends in Southwestern Georgia, will continue to prevail, notwithstanding our connection with them is postponed for the present. —*Savannah Courier, May* 26.

OWL CREEK VALLEY RAILROAD.—We learn from the Mt. Gilead *Sentinel*, that the Board of Directors of the Owl Creek Valley Railroad Company, has ordered the legal steps to be taken to change the title of the Company. Hereafter it is to be called the "Pittsburgh, Steubenville and Chicago Railroad." It is also proposed to make the Western terminus of the road at Lima instead of Marion.

Three hundred tons of iron for the Covington and Lexington Railroad, were on board the unfortunate ship William and Mary, which was lost a short time since on her passage from Liverpool to New Orleans. This loss, however, does not fall upon the Company, the contract for the iron specifying that it should be delivered at New Orleans.

CLEVELAND, MEDINA AND TUSCARAWAS RAILROAD.—This is a new road to us, we find it mentioned in the *Ohio Farmer*, from which we gather as follows:

It uses the Cincinnati, Columbus and Cleveland Road to Grafton, 25 miles, thence to Medina, Seville, Dalton, Dover and New Philadelphia to Bridgeport, on the Ohio river, opposite Wheeling.

Its estimated length will be 130 miles. It was put under contract from Rawsonville to Seville, on January 12, and to Dalton on February 8th, both sections to the same contractor.

Its connections or intersections are as follows, the Toledo, Norwalk and Cleveland Road, at Grafton; Akron branch to Zanesville, at Orville; Pennsylvania and Ohio Road at Fairview.

Gen. Ahaz Merchant, is Engineer-in-chief of the road.

The coal business along the line of this road will be immense, and is largely counted upon to support the road.

MOBILE AND OHIO RAILROAD.—In our last issue we gave an abridgement of the 5th annual report of this Company, in which reference was made to a proposed loan to lay the iron and equip the road.

We learn that at a subsequent meeting of the Board of Directors, the necessary resolutions providing for the sale of six millions of Bonds were adopted, and the negotiation of the same confided to Col. Wm. R. Hallett, for many years President of the Bank of Mobile, and than whom no man can be better qualified for such a task.

The amount, $6,000,000, or there about, is very large, but, as shown in the report, the security is ample, and the management of the road has been such, heretofore, as to secure the utmost confidence for it.

LOUISVILLE AND COVINGTON RAILROAD.—Repeated and accurate surveys have settled the question beyond controversy, that the "River route" is the best and most direct route; and the road will be located accordingly. We will not undertake to give exact particulars in anticipation of the official exposition, but may state in general terms, that the distance between Covington and Louisville on this route, is a little less than one hundred miles. There will be less curvature, lower grades and lighter work than was anticipated. Indeed, there are only about twelve miles of what is termed "heavy work," on the entire line—seven miles from Covington west, and five miles in the the neighborhood of Patton's Creek below Kentucky river.

There will be but one tunnel on the route—near Patton's Creek—about 2,000 feet in length.

The road will enter Covington by the White Hall, and along the river base of Forest Hill.

Seven miles of the heavy work below Covington will be put under contract immediately, and other portions of the road at short intervals thereafter.—*Covington Journal.*

FORT WAYNE AND CHICAGO RAILROAD.—We learn that a meeting of the Board of Directors of the Fort Wayne and Chicago Railroad was held at Fort Wayne on Friday, of last week. The object of the meeting was to let by contract the building of the whole length of the line. There was considerable competition, and all the sections were let on terms advantageous to the company. The stock subscriptions to this road are stated at a million of dollars. The contracts are to be completed in eighteen months. The road will run from Chicago round the southern bend of the lake, through Valparaiso, county seat of Porter county; Plymouth, county seat of Marshall county; Warsaw, county seat of Kosciusko county; Columbia, county seat of Whitely county, to Fort Wayne.

ERIE AND NEW YORK CITY RAILROAD.—We learn that the directors of this Company have passed a resolution to pay interest to the stockholders, when fifty per cent. of the stock subscribed shall have been paid. This will give to the early subscribers a compensation at once for the use of their money, and makes it an object for any man to subscribe liberally. The interest to be paid is eight per cent. per annum, to be paid semi-annually in stock, until the road is completed. When the road is finished, no reasonable man doubts that the stock will be above par, and that the road will immediately pay large dividends.

INJUNCTION.—The Detroit *Tribune* of 1st inst., says: Yesterday notice was given by the Michigan Southern and Northern Indiana Railroad Company, to the Illinois Central Railroad Company, that to-day an injunction would be applied for, to restrain the latter from passing any more trains across the track of the former. Messrs Judd and Frink are counsel for the applicants. Every effort will be made in the coming contest between these two great corporations. They possess to an astonishing extent the *sinews* of legal warfare, and the highest tribunals in the country will probably, in the end decide the question at issue.

ON-DIT.—That a number of gentlemen of ample means and railroad experience, are now engaged in the preliminaries of organizing a Company, to build a railroad from Jeffersonville, via Madison and Rising Sun, to Cincinnati. When the proper time arrives, the public will be duly advised in relation to this enterprise.

☞ We understand that the directors of the New York and New Haven Railroad Company have voted not to make any more dividends at present, but to apply the receipts of the road to the settlement of damages and deaths by the Norwalk accident.

SANDUSKY CITY AND EVANSVILLE CONNECTION.—The Fort Wayne *Sentinel* says that President Hall, of the Evansville, Terre Haute and Fort Wayne Road, has made an arrangement with the Sandusky City, Fremont, and Indiana Railroad, to connect the two roads, and thus secure a through line between the two points, and opening an outlet for Lake Erie upon the Ohio river. We have heard nothing of the project from any other source, and can not say if it be aught but rumor. Our friend of the Toledo *Republican* seems to give credence to the item, judging from the earnest manner in which he enters upon a discussion of the superior merits that Toledo possesses over Sandusky City as a terminus upon the lake.

DAYTON AND MICHIGAN R. R.—This line connects the cities of Dayton and Toledo, a distance of 135 miles, passing through Perrysburg, Ottawa, Lima, Wappakonetta, near Sidney and Piqua, and through Troy to Dayton. The grades are highly favorable, in no place exceeding 20 feet to the mile, and the curves few and of large radius.

It opens a rich country to market, and gives eastern Michigan an outlet upon the Ohio river. Heavy subscriptions ($872,000) have been made upon the line. The cost of the road will be some $2,000,000. The whole work is under contract, and the construction commenced, and will be completed January, 1855.

FOX RIVER VALLEY RAILROAD.—This road has been let to contractors for grading, to amount of $125,000, which is slightly below engineer's estimate, and is to be ready for the superstructure in May, 1854. Its length is 33 miles in Illinois, from Elgin to Wisconsin State line, whence it will be continued to Waukesha, 20 miles west of Milwaukie, thus connecting with the Milwaukie and Mississippi Road. B. W. Raymond, Esq., is President. The road was divided into 25 sections, which were taken by 13 parties as contractors.

VIRGINIA CENTRAL RAILROAD.—We learn from an exchange, That on Monday of week before last, an overwhelming vote was given by the freeholders of the city of Richmond, in favor of the city's subscribing $200,000 to the stock of the Virginia Central Railroad.—The whole number of votes cast was 571—of which 489 were for the city's making the subscription, and 82 against it. Majority for the subscription 407.

☞ Engineers are now surveying the lines of the Freemont & Indiana Railroad; they have reached as far as Rome, and will complete the survey to Findlay by the last of this week, says the Hancock *Courier*.

LAWRENCEBURGH AND UPPER MISSISSIPPI RAILROAD.—A correspondent of the Indianapolis *Morning Journal* says:

The *Lawrenceburgh Road*, we learn is completed to *Greensburgh*. On last Friday, 20th, at noon the cars reached the Greensburgh Depot, and on Saturday the whole face of the earth was covered with Live Hoosiers flocking to see the *Iron Horse*.

An excursion opening from Cincinnati to Greensburgh, a fast steamer line being in use to Lawrenceburgh, took place on Monday with returning trips on that day and the next.

About *sixty passengers per day*, are now carried on the cars, and six or eight freight cars full. The receipts of the first week are estimated at $1000.

These receipts will increase rapidly as the road extends toward Shelbyville, and, we understand, as the Iron is arriving very rapidly, no delay will be permitted until this important line is completed to this city.

CINCINNATI AND MARIETTA RAILROAD.—We understand that Nathaniel Sawyer, Esq., of this city, is authorized to receive stock subscriptions for this Company, and has already received a large amount. The Company pays six per cent. on paid subscriptions, till dividends are made. The stockholder, therefore, does not lose the use of his money.

The eastern end of the line, now locating, will be a straight line from Martinsville to Milford, which will make the shortest practicable line to Chillicothe.

STEUBENVILLE, MCCONNELSVILLE, AND MAYSVILLE RAILROAD.—We had the pleasure of meeting Mr. McCleod, the very intelligent engineer of this Company, and learn that the prospect of completing this railway is very fair. The entire amount of subscriptions assigned Morgan county will, there is no doubt, be made up. This road is to make another Pittsburgh and Cincinnati line, by way of West Union, Adams Co.

VICKSBURG, SHREVEPORT AND TEXAS R. R.—The capital stock of this Company is $4,000,000. Individual subscriptions to the amount of $500,000 have already been made, together with $100,000 from the State. Other large subscriptions are expected, when the work will be prosecuted to completion. It will open an immense trade for New Orleans, and should receive every encouragement from that city.

PORTSMOUTH AND CINCINNATI RAILROAD. A meeting of the commissioners of this road was recently held at Felicity, when books for subscription to the capital stock were ordered to be opened at various points along the line, and in this city, under the charge of Robert Chalfant, Esq. Another meeting will be held at New Richmond on the 14th inst., to receive the reports of stock subscriptions.

The persons engaged in this undertaking seem determined to insure success by deserving it.

NIAGARA SUSPENSION BRIDGE.—The great combined railway, carriage and foot suspension bridge, now constructing at Niagara Falls, is being pushed forward with energy, and is expected to be ready for the trains by the first of May of next year. It will be one of the most remarkable architectural works in the world.

Communications.

MISSISSIPPI CENTRAL RAILROAD.

We are indebted to an intelligent friend in Mississippi for the following account of a road about to be made, of which we had no knowledge. It will be a very important link, when completed, in the system of Southwestern railroads:

"I notice in your number of the 14th April last, in computing the distance by railway from St. Louis and Cincinnati to Mobile and New Orleans, via the Illinois Central and Mobile and Ohio Roads, you say in a note, 'The route to New Orleans is calculated by steamboat from Mobile.' You probably are not advised that a railroad is in contemplation from Camden, Madison Co., Miss., where it connects with the New Orleans Junction and Great Northern Railway, through the counties of Holmes, Carroll, Yallabusha, Lafayette, and Marshall, thence to a connection with the Mobile and Ohio Road, at Jackson or Trenton, in Tennessee, constituting nearly the shortest possible line from St. Louis to New Orleans, and very nearly a direct line from Vincennes, via Paducah, to the same city.

"The distance by railway from New Orleans to Canton is, I believe, 204 miles; you state it at 206. From Canton to the State line of Tennessee, by the Mississippi Central Road, 180 miles; from the State line to Bolivar, Tenn., estimated 24 miles; making from New Orleans to Jackson, Tenn., the intersection of the Mobile and Ohio Road, 433½ miles. The distances, except from Bolivar to Jackson, are ascertained by actual survey.

"The Mississippi Central Road, from Canton to the State line, and from State line to Bolivar, has been surveyed and located. The line is a very favorable one, deviating but very little from a direct line, and the maximum grade being 35 feet to the mile, with very slight curves.

"A sufficient amount has been subscribed along the line of the road to insure a speedy completion of the work. It will soon be put under contract. Negotiations are now pending which may insure the completion of the road within three years.

"The Mississippi Central Road will pass through, and render tributary to it, the most populous, productive, and wealthy district of our State. A district that contains more than a fourth of the entire population of the State, produces more than a fourth of the entire cotton crop of the State, and possesses more than one fourth of the taxable property of the State." W. G.

EDITORS OF THE RAILROAD RECORD:—I perceive by a notice in the Dayton Empire of Saturday last, that the long talked of railroad, known as the Franklin and Warren, from Dayton to the State line on the northeast, has commenced active operations.—General reconnoissances have been made on the whole length of the line, and one corps for its location has already been detailed, which will be at work in all this week.—Others are speedily expected to follow, and much energy is exhibited for the prosecution of the work. The continuation of this road through a portion of northwestern Pennsylvania, to a junction with the New York and Erie road, and on the same gauge with it, will give an almost direct air line from the city of New York to Cincinnati. Notwithstanding, the hitherto tardy movements of this corporation, there is yet a warm feeling on the line of the road in its favor, and money is freely offered along the route for its execution. The paragraph in the "Empire" states that existing charters are secured in Pennsylvania, which will enable them to pass through that State without additional legislation. If so, the road furnishes the most ready and desirable route from this city to the great commercial emporium of the Union.

It has become a question, whether the road should seek extension on the broad gauge from Dayton to Cincinnati, by the Mad River and Miami, through an alteration of track in the present road, or connect with the Short Line Road, now in course of construction.—Under the adoption of the six feet gauge, by the Ohio and Mississippi Road, a matter already resolved upon, it would seem of great importance that the termini of the two roads in Cincinnati, should be in the same locality; but it will depend on the action of one or other, Miami or the Short Line Road, to determine with which the Franklin and Warren Railroad will connect. I have not heard whether any steps have been taken by either, and would be pleased if it should be agreeable to you to give currency to these hints.

Every Railroad enterprise tending to great connections of distant points, are of interest to the whole public at this juncture, which must plead my excuse, for asking your favor on this subject. WAYFARER.

☞ The Minnesota Legislature has incorporated a Company to build a railroad from the Falls of St. Anthony to Puget's Sound on the Pacific. Distance estimated at 1,765 miles.

Statistics.

STATISTICS OF OHIO AGRICULTURE.

It is a very difficult thing to determine the precise proportion in which land in any given State is used. Yet, this is an all important fact, in determining the productiveness of land, and the condition of a people. In Ohio, however, we can do this with tolerable accuracy; for both State and National Governments have ascertained different parts of the problem, to which the annual reports of the State Board of Agriculture have added much information. The following are elements gathered from these sources, and the conclusions to which they lead :

Acres of land returned for Taxation,.	24,149,369
Acres of land returned in the Census, as improved,.....	9,851,493
Acres unimproved,.....	14,397,876
Acres cultivated in 1850—in Wheat,.	1,823,916
Acres cultivated in 1850—in Corn,..	1,730,220
Acres cultivated in Corn and Wheat,.	3,554,136
Cultivated in Oats, Rye, &c.,.....	1,000,000
Leaving for Grass, Meadow, Fallow, &c., &c.,.....	5,297,357

It thus appears, that the entire land of the State is thus used, viz:

Cultivated in Grain	19	per cent.
" in Grass, Meadow, &c.	21	" "
" in woods and waste,	60	" "

If we allow 20 per cent. for woods and fallow ground, the grain and meadow land of the State may be doubled, with nothing but common cultivation. But, if we allow for the increase of skill, and labor, which always results from the increase of population, then 50 per cent. more should be added to the total production. As the people, now in the State, have a *surplus* of one half their whole production, it follows, that Ohio *can support ten millions of people*, without feeling the burden of excessive population.

The aggregate crops, animals, &c., produced and sustained on nine millions of acres as above distributed, were as follows ; for the year 1851, as returned to the Auditor :

Wheat (adding 15 counties not returned, bushels.....	35,000,000
Corn, bushels,.....	62,000,000
Oats, (from the Census,) bushels....	13,472,742
Rye, bushels.....	425,718
Barley, bushels.....	354,358
Peas and Beans, bushels.....	60,168
Irish Potatoes, bushels.....	5,057,769
Sweet Potatoes, bushels.....	187,991
Buckwheat, bushels.....	638,064
Hay, tons.....	1,443,142
Clover Seed, bushels,...	103,197
Grass Seed, bushels.....	37,310
Flax Seed, bushels.....	188,188
Maple Sugar, lbs.....	4,588,209
Beeswax and Honey, lbs.....	804,275
Molasses, gallons.....	197,398
Cattle,.....	1,358,947
Sheep,.....	3,942,928
Swine,.....	1,964,770
Horses,.....	463,397

In the above catalogue of articles, Ohio is the first State in the Union, in wheat, corn, flax seed, maple molasses, horses, and sheep; proving the State to be the first in the Union, in purely agricultural products. In wheat the census crop fell, in consequence of a failure of the crop, a little below Pennsylvania; but, as the ordinary crop before and since, was nearly double that of Pennsylvania, it does not change the fact, that Ohio is decidedly first in wheat, as well as corn.

Bank of England.—The issues of the Bank of England have now attained the enormous sum of £32,391,000 sterling, which has never been exceeded.

The amount of coin held by the bank is upward of nineteen millions sterling, distributed as follows:

Bullion,.....	£10,127,000
Foreign Gold,.....	6,500,000
British coin only,.....	3,120,000

A meeting of the proprietors of the Bank was held on the 17th of March, when the statement of the Bank's concerns for six months was submitted by the Governor, and a dividend of 4 per cent. was declared, amounting to upwards of two and a half millions of dollars. A London paper says this meeting lasted only six minutes.

Miscellaneous.

THE MAGNET IN THE USEFUL ARTS.

One of the most recent uses to which magnets have been applied in the arts is the manufacture of paper. Most persons must have observed on the leaves of books, more particularly those of an old date, certain offensive marks like spots of "iron mold." If we examine one of these blemishes, we shall, at the center of it, find a minute particle of iron, the oxide of which, gradually formed by the natural moisture of the paper, has spread around to perhaps the size of sixpence or even larger. These iron particles, which come from the machines employed, and can not be avoided, are now removed from the paper by magnets whilst it is fluid in a state of pulp. In many of the large manufactories of Birmingham and elsewhere, powerful magnets have been recently brought into use for the purpose of effecting the separation of the iron and brass filings produced in the work carried on; the filings of both metals are afterward applied to various useful purposes, for which they would be utterly useless when mingled together as they come from the workshop; there is probably no other means by which they could be separated. In some manufactories on the the continent, and I believe also in this country, where heavy iron and steel work is carried on, magnets are kept always at hand for the purpose of extracting the particles of the metal which frequently find their way into the workman's eyes. The "needle-grinder's mask" is the next application of magnetism to be noticed; and there are lessons to be learned from the history of this invention.—Any one who has visited the districts in which the needle manufacture is carried on, needs not be reminded of the deadly effect upon the workmen of the process they are engaged in. Inhaling all day long, from their earliest years, an atmosphere impregnated with the steel dust given off from millions of needles in the process of sharpening—(one man alone can point ten thousand in an hour)—before the age of twenty their health is utterly ruined, at thirty they are emaciated old men, and death comes proportionately early. A remedy was provided: the simple plan that each man should wear whilst at work a kind of respirator of steel wire, so acted upon by magnets as, by the power of attraction, to intercept the fatal dust in its passage to the lungs. (Sir John Herschel remarks, that "by these masks the air is not merely *strained* but *searched* in its passage through them, and each obnoxious atom arrested and removed.") Glad, one imagines they would be, to take advantage of the discovery, but, one and all, they refused to adopt it. They are intelligent men, and can not but be convinced of the efficacy of the invention, for, at the end of each day's work the magnets are found to be covered with steel dust, which otherwise must have passed into the lungs; but still they will not adopt it, because at present their wages are very high, proportionally to the mischief they are exposed to, or, we may say, to the short duration of their lives, and they apprehend reduced pay if their employment should be made a healthy one. The utility of the compass needle in all surveying operations, every one must be acquainted with, as it forms an essential part of the theodolite. To the miner, penetrating the recesses of the earth, and in all tunneling operations, it is almost as indispensable as to the seaman. A recent application of magnetism is, to the separation of ore from foreign matters, on the principle described in reference to the filings of metals.—*Magnetism; by G. E. Dering, Esq.*

Singular Geological Fact.—At Modena, in Italy, within a circle of four miles around the city, whenever the earth is dug, and the workmen arrive at a distance of sixty three feet, they come to a bed of chalk, which they bore with an auger, five feet deep. They then withdraw from the pit before the auger is removed, and upon its retraction the water bursts up with great violence, and quickly fills the well thus made, the supply of water being neither affected by rains or droughts. At the depth of fourteen feet are found the ruins of an ancient city, houses, paved streets and masonic work. Below this again is a layer of earth, and at twenty six feet walnut trees are found entire, with leaves and walnuts upon them. At twenty-eight feet, soft chalk is found, and below this vegetables and trees.

Floating Dry Dock at Pensacola, Fa. On the 17th ult., the United States frigate Columbia, with her full armament, provisions and men on board, drawing twenty-one feet three inches water, was raised upon this new dock in a few hours, in the most perfect manner, without any mishap whatever. A large number of ladies and gentlemen had assembled to witness the operation.

☞ The Little Miami Railroad Co. has declared a dividend of five per cent. on the earnings of the last six months, payable in New York Exchange, leaving a balance of 2½ per cent. for same time, in addition to the surplus of $123,500 on first of December last.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	103	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	97	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	105	107
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	95	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	97	99
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	102	105
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	93	94
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	107	108
Do Southern	1st " " "	7	1860	103	104
Milwaukie and Mississippi	1st " " 1857	8	1862	101	104
New Albany and Salem	" on 1st section	10	1858–62	108	109
Do do	1st " on other sections, convert.	8	1804–75	97	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	119
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	99	100
Do do	" " 1862	7	1862	101	102
Northern Indiana	1st mortgage, not convertible	7	1860	103	104
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	104	106
Do	1st " " east "	7	1864	104	105
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865–6	109	111
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	122	125
Parkersburgh	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	100	105
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	98
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	78	79
Bellefontaine and Indiana	50	103	105
Chicago and Rock Island		95	100
Cincinnati Hamilton and Dayton	100	113	114
Cin. Wilmington and Zanesville	100	60	80
Cleveland, Columbus and Cin	100	127	130
Cleveland, Painesville and Ashtabula.	100	140	145
Cleveland and Pittsburgh	50	101	102
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	117	119
Covington and Lexington	50	71	72
Dayton and Michigan	50	50	65
Dayton and Western	50	85	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100		
Hillsboro' and Cincinnati	50	70	75
Illinois Central	100	130	135
Indiana Central	50	88	90
Do do 10 per cent	50	90	93
Indianapolis and Bellefontaine	25	98	100
Indianapolis and Lafayette	50	75	78
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	90	92
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	120	122
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	92	95
Madison and Indianapolis		102	103
Marietta and Cincinnati	50	55	70
Maysville and Lexington		60	75
Michigan Central		117	118
Michigan Southern		134	136
New Albany and Salem	50	65	70
New York and Erie	100	87	88
Northern Indiana		133	135
Ohio Central	50	95	100
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		90	100
Panama		120	122
Pennsylvania	50	100	101
Peru and Indianapolis	25	67	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveland		114	120

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	107	108
Do	6	1862	116	117
Do	6	1867	120	121
Do	6	1868	120	121
Do (int. ceases July 1)	5	1853	101	101⅛
Do Coupons		1862	115	116
Do "		1868	121	122
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	110	111
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		
Do do Internal Impt.		1847	91	92
Do Interest do		....	62	63
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	36	38
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred	5	....	9	10
Kentucky, 30 years	6	1871	109	110
Do 15 years	6	....	105	107
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	103	104
Do	6	1860	108	109
Do	6	1870	114	115
Do	6	1875	116	118
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	....	109	110
Do	5	....	95	96
Virginia Coupons	6	1886	106	108

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1872	94	96
Baltimore	6	1870–90	108	109
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	103	104
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	96	97
Do coupons		1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	107	108
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	114	116
Northern, and Branches	115	117
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	100	102
Farmers' Bank of Kentucky	105	106
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	98	100
Planters'	97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾ prem	¾ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 00	@	16 25
Patriot Doubloons	15 65	@	15 80
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 05	@	1 06½
Portuguese gold	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$175	$180
80 acre warrants	86	89
40 acre warrants	44	45

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, June 4, 1853.

20 Shares	Cincinnati Coal Mining Co. stock, per share, bid	1 12½
20 "	Cincinnati Fuel Company, per share, bid	4 75
60 "	Firemen's Ins. Co. stock, bid	19 00
20 "	Covington and Lexington Railroad Company stock	71 75
18 "	Do do do	passed.
15 "	Bellefontaine and Indiana Railroad stock	103 00
50 "	Cincinnati and Hillsborough Railroad stock	71 75
100 "	Dayton and Michigan Railroad Company stock	passed.
20 "	Central Indiana Railroad stock, bid	92 00
15 "	Cincinnati, Hamilton and Dayton R. R. stock, bid	113 00

Wednesday, June 8, 1853.

1 Bond for	$200 of Whitewater Canal, bid	20 50
1 "	$1200 of the Covington and Lexington Railroad Co., endorsed by the Western Baptist Theological Institute, dated Oct. 22, 1852	no bid.
20 Shares	Cincinnati Fuel Co. stock, bid	4 62½
2 "	Central Indiana 10 per cent. Railroad stock, bid	90 50
20 "	Covington and Lexington Railroad Company stock, dated 24th March, interest to purchaser	72 12½
20 "	Farmers' Bank, Kentucky, bid	106 75
15 "	Kentucky Trust Co. Bank stock, withdrawn.	
20 "	New Albany and Salem Railroad Co. stock, bid	65 00
25 "	Terre Haute and Richmond Railroad Co. stock, bid	103 00
200 "	Peru and Indianapolis Railroad stock,	68 00
374 "	do do do interest from Oct. to purchaser, same date and same price	68 00
18 "	Milford and Chillicothe Turnpike Co. stock	no bid.
2 "	Whitewater Valley Canal Co., bid	7 00
6 "	Columbus and Xenia Railroad stock, X div. bid	110 00

MONETARY.

We have no change to note in the Eastern Money Market. The demand for money continues active, and the supply good at from 6 to 7 per cent.

Foreign Exchange continues at 109¾ to 109⅞, just below specie shipping point. The Africa took out some $700,000. S. Draper has just sold $50,000, 6 per cent Bonds of the State of Missouri, at 104¾, interest added.

At the West money is in active demand, though the supply is fully equal to the call at rates as last quoted by us.

Eastern Exchange has been very unsettled, our quotations give the leading rates, though, in some instances, the Banks draw at a shade lower for their customers.

In Stocks the market has been more active, with an upward tendency for most railroad shares. Our quotations will show the change.

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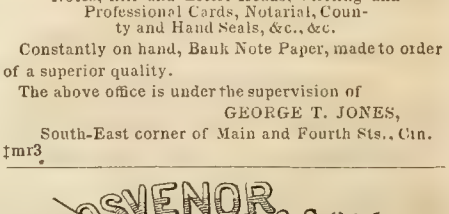
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RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3



ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

NEW WORKS

ON CIVIL ENGINEERING.

The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by

WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.

CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FOR SALE.

A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000—will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

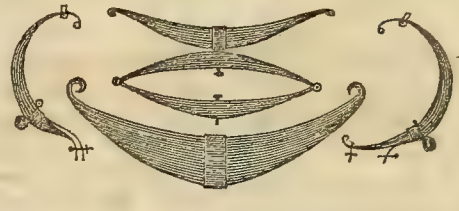
TWO STEAM ENGINES

For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

McDANEL & HORNER,

LOCO-MOTIVE  **AND CAR SPRING**

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

Notice to Railroad Contractors.

PROPOSALS for Grading, Masonry, and Bridging of the Western Division of the Covington and Ohio Railroad will be received at the office of the Engineer at Guyandotte, Cabell county, Virginia, between the 20th and 30th of June next.

They will embrace about 45 mile sections with bridges over Twelve Pole, Guyandotte, and Mud rivers.

Also, between the 1st and 15th of July next, proposals will be received at Covington, Virginia, for the Grading, Bridging, and Masonry of that portion of the Eastern Division lying between the town of Covington and Hayne's farm, on Jackson river; a distance of 10 or 11 miles of very heavy work, including much heavy retaining wall, two large bridges over Jackson's river, and probably two tunnels.

The successful bids will be declared as soon as practicable after the 15th of July. Contractors will be required to commence the work at once, and finish within a year. Plans and Specifications will be ready between the 20th and 30th of June—names of securities must be given in the bid.

By order of the Board of Public Works.

CHAS. B. SHAW,
Chief Engineer of C. & O. R. R. Co.,
je9–1½* Lewisburg, Va.

NOTICE TO CONTRACTORS.

PROPOSALS will be received until noon, the 20th of June, for the graduation and masonry of the Franklin and Warren Railroad, extending from a point on the eastern State line of Ohio, in the county of Trumbull, to Ashland, Ashland county, Ohio, a distance of about 100 miles.

The line will be ready for examination June 13th. For particulars apply at the Engineer's Office, Franklin, Portage county, Ohio.

The remaining distance of the road, extending from Ashland to Dayton or Marysville, will be ready in a short time.

M. KENT, President of F. & W. R. R.
SAM'L H. KNEASS, Chief Eng'r.
Franklin, May 19, 1853.—je2-3t.

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.
75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street.

NOTICE TO CONTRACTORS.

MARIETTA AND CINCINNATI R. R.

LETTINGS OF EASTERN AND WESTERN DIVISION.

PROPOSALS will be received up to the 12th of July, at the Engineer's Office in Marietta, for the Graduation, Masonry, &c., of the 7th and 8th Divisions of this Road, extending from Marietta to Zane's Island, opposite to the City of Wheeling.

The line will be divided into about one mile sections, on some of which there will be heavy Masonry, and other work worthy the notice of the most responsible contractors.

Plans, Profiles, and Specifications will be ready for examination at Marietta, and on the line of the 8th Division, near Wheeling, on and after July the 4th.

Proposals will be received at the same time and place for the construction of about twenty miles, being that portion of the road between Blanchester and Milford, fourteen miles out of Cincinnati on the Little Miami Railroad.

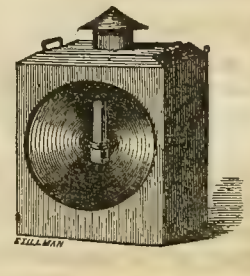
Plans, Profiles, and Specifications for this Division will be ready for examination at the Engineer's Office, in the Manchester Building, Third Street, Cincinnati, on and after the first day of July.

The line of the road from Marietta and Belpre to Blanchester, being already under contract, and well advanced in construction; the work now offered forms the only remaining link to complete the connection from Cincinnati to Philadelphia, by way of the Pennsylvania Railroad.

Recent subscriptions of $1,150,000 by the Pennsylvania Railroad Co., the city of Wheeling, and individuals, to the capital stock of the Company, will insure the prompt completion of this great work from Cincinnati to Wheeling.

WM. P. CUTLER, Pres't.
A. KENNEDY, Engineer.
Marietta, May 30, 1853.—je9t

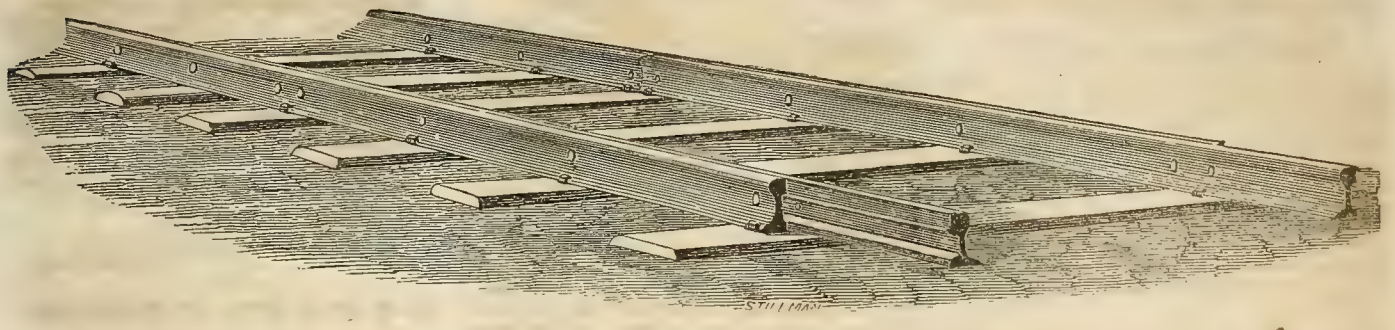
LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Bellefontaine and Indiana Railroad.

OPEN TO SIDNEY.

Trains will run DAILY between
CLEVELAND AND SIDNEY,
Commencing Monday, April 25, 1853.

Trains going East,

Will leave Sidney at 6.30 A. M., connecting at Bellefontaine, at 7.45 A. M., with the Morning Train north on the Mad River and Lake Erie Railroad; and at Galion with the Trains north and south on the Cleveland, Columbus, and Cincinnati Railroad, arriving at Cleveland in time for the Evening Trains east on the Cleveland and Erie Railroad, and the Cleveland and Pittsburgh R. R.

Trains going West,

Will leave Cleveland at 9 A. M., on the arrival of the Lake Shore Train; leaving Galion at 3 P. M.; connecting at Bellefontaine with the Evening Train south on the Mad River and Lake Erie Railroad, at 6.20 P. M., and arriving at Sidney at 7.30 P. M.

CHAS. SELLERS, Sup't.

May 5-1*

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

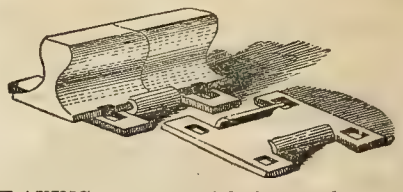
Leave Cincinnati for Dayton at 1.15 P. M
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M.

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
6*mr3 Superintendent.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

TO RAILROAD COMPANIES.

THE subscribers, who were the first to introduce

Warren's Fire and Water Proof

COMPOSITION ROOFS

in the West, would respectfully invite the attention of the Presidents, Superintendents, Engineers, and Contractors of Railroads, to their mode of roofing; as combining economy, durability, and safety in a degree superior to any other. Their Composition Roofs are well adapted not only to private dwellings, but to Warehouses, Railroad Depots, Sheds, &c., and have been extensively used on several Railroads with great satisfaction.

Being largely engaged in manufacturing, we propose selling to Railroad Companies our Roofing materials at a LOW PRICE, and to furnish a competent person to superintend the work, if desired; or, if prefered, to put on the roof at a certain price per square.

Companies that have not determined on some other kind of roofs for their buildings, may find it greatly to their advantage to correspond with the subscribers upon the subject.

S. M. & C. M. WARREN,
92 Pearl St. between Vine and Race,
May 19-1* Cincinnati, Ohio.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the dejlectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

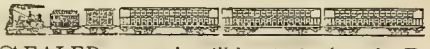
Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.

Apply to J. A. & U. P. JAMES,
No. 167 Walnut st

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIR

No. 64 Second St., one door west of Broad.. ay
†mr10

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 "..... Capt. H. Place.
Texas.....1400 "....Capt. James Lawless,
Perseverance.1000 "..... Capt. Thos. Forbes.
Yacht..... 500 "..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3.....McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

and at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,

FORWARDING MERCHANTS,

STEAMBOAT TRANSPORTATION AGENTS,

No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.

Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

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No. 16. CINCINNATI, THURSDAY, JUNE 16, 1853. Vol. 1.

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Railroad Record

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At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the July issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

THE VALUE OF PROPERTY IN THE UNITED STATES.

PROPORTION OF DEBT, PROPERTY, AND CURRENCY.

In our last number we undertook to determine the *indebtedness* of the country—private and public. The amount seems enormous, (nearly *seventeen hundred millions of dollars*,) yet the question of most importance is the *proportion* which exists relatively between *debt, property*, and *currency*. There may be a very large debt, yet the disposable property of the nation may be so large, and currency afford such facilities for rapid sales, that even a large debt will be no burden. Such, in a good measure, is the present condition of the country. In our first three numbers we showed the currency of the country to be in a very large proportion—12 to 1 of the population. We must now examine a little into the amount of property.

The *valuation* of property in 1850, made up for taxation, amounted to *six thousand and ten millions of dollars*, made up as follows, viz.:

Six New England States, viz.:—Maine, N Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut	$1,003,466,000
Northern Middle States, viz.:—N. York, New Jersey and Pennsylvania	1,402,408,000
Northwestern States, viz.:—Ohio, Indiana, Illinois, Michigan, Wisconsin, and Iowa	790,819,000
South Atlantic States, viz.:—Maryland, Virginia, Delaware, N. Carolina, South Carolina, and Georgia	1,428,432,000
Southwestern States, viz.:—Florida, Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Missouri, Arkansas, and Texas,	1,338,724,000
California, Utah, New Mexico, Oregon, and Minnesota	43,404,028
Aggregate	$6,010,000,000

Now, it is well known that in most of the States the valuation for tax purposes is but little more than half the real value. In Ohio, for the last six years, the valuation has been about 60 per cent. on the *saleable* value. The progress of assessed valuations in Ohio since 1846, as returned in the Auditor's reports, has been as follows, viz.:

In 1846	$403,627,677
In 1847	410,763,160
In 1848	421,067,991
In 1849	430,889,885
In 1850	439,876,340
In 1851	462,148,620
In 1852	507,581,911
In 1853 (estimated)	700,000,000

From 1846 to 1850, the taxable property of the State increased at the rate of two per cent. per annum; but in 1851, it increased five per cent.; in 1852, nearly ten per cent.; and in 1853, it is estimated the increase will be at least 45 per cent. On the supposition that in Ohio there is one hundred millions more of debt in 1853 than in 1846, (its full proportion,) there is likewise an increase of *three hundred millions* of dollars in property to meet it. If this increased property was sold at *one half its value* (a very strong case) to meet this increased debt, there would still be remaining an increase of fifty millions after paying the debt.

But, to return to the estimation of national property. We have reason to believe that the difference between the real and the assessed value of property is quite as great in other States as in Ohio. The *true* value of property, then, in the nation should be thus estimated:

Assessed value	$6,010,000,000
60 per cent added	3,606,000,000
	$9,616,000,000
Increase from 1849 to 1853, under the increased currency, 40 per cent	3,846,400,000
Value of the property in the Nation in 1854	$13.462,400,000

We do not think this an over-estimation. For example—taking, as above, the assessed value of property in Ohio for 1849, at $430,889,885, and adding 60 per cent. for the real value, we have six hundred and eighty-eight millions for the real value. Then adding 40 per cent. to that for the increase from 1849 to 1853, we have *nine hundred and sixty-three millions* as the actual value of property in Ohio for 1853; and we believe, at the present selling prices, that hardly exceeds the true state of fact.

Having now ascertained the three great elements of Currency, Debt, and Property, we may proceed to the last and most important problem before us, the relative *proportions* and *workings* of these elements.

The currency, debt, and property of the nation stand thus:

Currency	$300,000,000
Debt	1,700,000,000
Property	13,000,000,000

The proportions are

Currency	1
Debt	5.60
Property	43.33

Of the property of the nation, *four fifths* is

permanent, or immovable property, and only a small portion of which is convertible at short notice without immense sacrifices.

Of the debt of the nation, at least five hundred millions is due only on long time.—About $1,000,000,000, however, must be paid or renewed at an average of six months time. This consists of the foreign debt, the domestic retailers' and jobbers' debts, the private accounts, the private discounts at banks, and a portion of mortgage debt; in other words, the great mass of mercantile and private accounts. On the solvency of these depends the solvency of all. We see at once that, deducting real estate, there is, at least, three times the amount of personal and convertible property to meet them. But the great practical question here is, is there currency enough to convert property into payments with sufficient rapidity, in case of panic, or "pressure"?—This is always the real question. Let us see, then, how this three hundred millions of currency will work in case of a sudden and positive panic, and what is called scarcity of money. Fifty millions of currency is locked up in banks and sub-treasuries, and *must* remain there. Their solvency depends on it. *Twenty-five* millions, or an average of five dollars to each family, must remain in the pockets of people for their daily wants; and not less than *twenty-five* millions more are hoarded, or kept up for special purposes. There remains, then, *two hundred millions* for the purposes of general payments. But *where* is it, say some people, for we don't *see* it? A large part of it is in what is called *deposits* for the purpose of meeting payments; another large part is in the hands of private bankers, as any one may see who looks in upon these gentlemen in New York, Boston, Philadelphia, &c.; and yet again, a large amount of money is kept in the hands of merchants and private individuals, over what we have set down for their immediate wants—kept to meet their own liabilities. Nearly, if not quite all these two hundred millions are available for the payment of debts; in fact, are reserved for that purpose. If now, $1,000,000,000 are to be met in six months, will two hundred millions of currency do it? Easily, we think. In the worst of times, a large part of an existent debt is met by renewing, or transferring it by the making of new debts. A similar class of debts is constantly arising. In the severest pressure ever known, not half the entire debt of the community is required to be paid. We may, therefore, assume that $600,000,000 in six months, is the greatest amount of debt, which in the greatest panic can *possibly* come upon the country. There were $200,000,000 of currency available, which is only required once in each 60 days to pay the whole. But that is much less than the real activity of money. We may assume, then, as established, these propositions:

1st. That there is convertible property enough in action to pay off the entire debt of the country, (if such thing is supposable which never happens,) without making sacrifices, or materially disturbing commerce.

2nd. That the actual currency of the country is sufficient for this purpose, and that the amount of currency is rapidly increasing.

3d. That in such a condition of things no general bankruptcy can happen; but that it is quite possible, in case of *pressure*, there may be many cases of individual failure, and also that some railway undertakings hastily and imprudently undertaken may fail.

4th. That prices will be maintained, and the capital of the country continue rapidly to accumulate, as its vast undertakings, its increasing population, and its rich harvests continue to go on.

We have now closed our series of inquiries into the financial state of the nation. The result shows a period of uncommon commercial activity; of stimulated industry; of rich harvests, both of the soil and of the mines; of a gold currency unequaled in the world's history; and finally, of an increase of locomotion and intercourse, which is beyond the dreams of imagination. In fine, we live in a period which is utterly unlike any thing precedent, and which seems almost the foreshadow of universal peace and prosperity.

Railroads.

LOUISVILLE AND MEMPHIS RAILROAD.

For several years past, the project of uniting the Pacific and Atlantic Oceans by means of iron bands across the intervening territory has been agitated throughout the length and breadth of the Union. All have united upon the necessity of such a connection, for many reasons, but to the Hon. S. P. Chase are we indebted for the first onward step toward the consummation of this vast project. His amendment to the Army Bill, in the Senate, appropriating $150,000 for the purpose of surveying, under Government officers, the different routes to the Pacific, that the most eligible may be adopted, has opened the way to the final and early completion of the work. And now that the connection with the Pacific has become a fixed fact, several competitors have started up for the Eastern terminus of the road; the principal of which are St. Louis, Memphis, Vicksburg, and New Orleans.

The result of this competition has been to make each one of these cities anxious to complete desirable Eastern connections in such a manner as to offer the greatest inducement to be selected as the Eastern terminus of the Grand Trunk of the Pacific Road. Among all of these cities, not one is more rapidly opening and completing the necessary communications for this purpose, than Memphis; and amid the projects of its citizens, to place Memphis in connection with other portions of the Union, none are more important than the Louisville and Memphis Railroad; and should the surveys of the Grand Pacific Road result in the location of its eastern terminus at some point other than Memphis, this road will still be an avenue of wealth and prosperity to that city.

Railroad intercommunication is now the great want of Western Tennessee. Cotton, the staple production of that section, has been grown in successive crops until large portions of the soil are exhausted, and have to be thrown out; and this because cotton is the only crop that will pay for the expense of waggon transportation. But when the system of railroads now designed and constructing shall be completed, transportation will be at such reduced cost as to make the raising of a great variety of other productions a matter of great importance, and by allowing of a rotation in crops, will aid in reclaiming the vast quantity of now waste land.

The road from Memphis to Louisville has not yet been definitely located. It will be some 350 miles in length, passing, nearly in a direct line, from Louisville to Munfordsville Kentucky, thence to, or near Clarksville and Trenton, Tennessee, to Memphis, through a section of country unsurpassed in fertility, by any other in the Union, and only needing transportation facilities to be one of the most wealthy.

The connections of this road are numerous, and to Memphis particularly, valuable. At Louisville will center a great number of roads from the North and East, all of which will pour large portions of their western travelers over this road; at Munfordsville the Virginia connection, via Lexington and Big Sandy comes in; at Clarksville the whole of Indiana is brought into close proximity by means of the roads centering at Evansville, over the Henderson Road; at Trenton the Mobile and Ohio Road leads northwardly to Chicago and intermediate points, via the Illinois Central Road from Cairo; or to Vincennes, Terre Haute, Lafayette, Fort Wayne, and the Lake Erie cities, via the Ohio River and Wabash Road and connections from Paducah.

Another great advantage of this road will be the certainty of uninterrupted communication between important points upon the rivers, heretofore dependent upon the uncertainties of river navigation. The distance from Louisville to Memphis by river is 650 miles, which at a full stage of water, will require at least three days, (and often ten) for the ordinary run of boats. By this road it will be 350 miles, requiring at most from 15 to 17 hours to accomplish the same distance.

That this road will be built, there can be no further doubt. The city of Memphis and

county of Shelby have voted some $300,000 in bonds in its aid. The State subscription of $8,000 per mile, together with individual and county subscription along the route, will furnish ample means. The spirit of the people along the line has been aroused, meetings have been held, and under the energetic direction of the gentlemen having the matter in hand, the work must go on.

Should Memphis be selected as the Eastern terminus of the Grand Trunk Pacific Road, who can estimate the value of this connection with Louisville and Cincinnati?

CINCINNATI AND KNOXVILLE RAILROAD.

While the committee from Knoxville were in this city, two public meetings were held on the subject, and committees appointed to attend to procuring subscriptions. The profound interest which Cincinnati has in the work can not be doubted,—at the same time, the great heat of the season, and the dullness of business, seems to have prevented that active attention to the subject which its importance demands. Did the railroad companies coming from the North, East, and West, into this city, understand their own interest, they would, as corporations, see every mile of this work made. For the railroads constructed south of this city are all feeders to those in Ohio. As they are to be constructed in a sparsely settled country, it is with difficulty the capital can be raised. The Knoxville Railroad introduces Cincinnati to ten railroad lines leading into Southwestern Virginia, East Tennessee, North Carolina, and South Carolina, with a directness which no other line can do. A country of 60,000 square miles, which is altogether unique in its products and resources, would be thus opened to Cincinnati, while the only link necessary to be made, in order to complete a chain of thousands of miles, is one of 140 miles, from Danville to Knoxville. The thing is of vast consequence. We have not been urgent in its behalf because we thought nothing could be more plain than the great interest which not only Cincinnati and its citizens, but the railroad companies here, have in the construction of that line.

Should the project be defeated by neglect, the consequence will be most mischievous to this city. We leave its citizens, merchants, and capitalists to judge of this, as the consequences of diverting the trade of the central South to other cities will be felt by them.

CINCINNATI WESTERN RAILROAD. — The President of this road, Caleb B. Smith, Esq., now in the city in New York, has negotiated for the iron required for this road upon favorable terms. A sufficient quantity has been procured to complete the road thirteen miles from Cambridge City to New Castle. The whole work is being energetically pushed to completion.— *Cin. Gazette.*

SHELBY RAILROAD COMPANY.

REPORT OF THE PRESIDENT AND DIRECTORS TO THE STOCKHOLDERS.

From the report of this Company we gather the following facts:

The entire line from the junction with the Louisville and Frankfort Road, at Hobbs' Station, to Shelbyville, has been put under contract, and much of the work completed, and no doubt all will be finished within the contract time.

The number of shares subscribed between Louisville and Shelbyville is 2,574; taken by contractors, 1,717; total, 4,291; equal to $214,550 for the graduation of the road, while the estimated expense for grading is but $182,581.30. Of the subscriptions, but $39,940.24 have been collected; of which, $22,167.39 have been expended in surveys, construction, &c.

It has been the desire of the directory to place the Company in a position to extend the road in the direction of Harrodsburg, and also for the construction of a direct line to Frankfort. Two distinct routes were surveyed and estimated; the one regarded as the most desirable unites with the Louisville and Frankfort Road at a point about 10 miles west of the Frankfort depot, and 10½ miles east of the depot in Shelbyville. The estimated cost of this extension is $268,088; and the distance from Louisville through Shelbyville to Frankfort, by the location survey, will be less than 51 miles; and of this distance, 22 miles of the Louisville and Frankfort Railroad will be used,—the straightening process only requiring the construction of about 28½ miles of new road, by which the road from Louisville to Frankfort will be shortened about 14 miles; and this is regarded as the most direct and practicable route by which any considerable portion of the old road can be used.

This line to Frankfort passes near Lawson's Corners, and there diverges the route, via Lawrenceburgh, to Harrodsburg, the estimated cost of which is $671,132. This route is preferable, as it is in common with the one to Frankfort for about eight miles east of Shelbyville; and will cost in its construction near $300,000 less than the nearest route to Harrodsburg diverging at Shelbyville.

In organizing this Company the purpose was two-fold; first, to straighten the road from Louisville, through Shelbyville, to Frankfort; and secondly, to extend the road from Shelbyville to Harrodsburg, and thence to Knoxville, Tenn.

It is understood, that the city of Knoxville and the counties lying between Knoxville and the Kentucky line, are ready to meet this road at the borders of Kentucky, and unite the two roads. There has been a corps of engineers, under the direction of Col. Pritchard, examining and surveying the country from Knoxville in the direction of Harrodsburg.

The stockholders of both the Louisville and Frankfort, and of the Shelby Railroad companies, have held meetings and adopted resolutions conditionally, authorizing the union of the two companies, with the view of extending it to Harrodsburg and on to Knoxville, and of ultimately straightening the road to Frankfort; the Directors of the Board of the Louisville and Frankfort Railroad Company have authorized their President to negotiate the terms of consolidation with this Company. A conference between the parties, for this purpose, only awaits the favorable action of the general council of Louisville upon certain precedent measures, which would at once enable the Company to place the road from Shelbyville to Harrodsburg under contract.

This road will pass through the central and richest portions of Kentucky, and in the immediate vicinity of the inexhaustible fields of stone coal and iron ore of Pulaski, all of which, with the agricultural products of that region, will seek a market over this road. It will have its western terminus at Louisville, and will derive business not only from the city, but also from the Ohio and Mississippi rivers; from the Albany and Michigan Railroad; from the Jeffersonville and Columbus Railroad, and from the Louisville and Nashville Railroad — all of which are now constructed or in the course of construction.— The eastern terminus of this road is at Frankfort, where it connects with the Lexington roads to Cincinnati, and thence to New York and Boston; and to Maysville and to the mouth of Big Sandy, there to connect with the Railroad from Richmond.

The southeastern terminus of this road will be at Knoxville, Tennessee, at which city will be formed an uninterrupted railroad connection with the Southern seaboard at Charleston, Savannah, and Mobile, and also with Norfolk, Lynchburgh, and Richmond.

With all these advantages, and with all these connections at the three termini, serving as feeders to the road, there can be little doubt that this will be a paying road. We confidently expect that the citizens of Louisville will take hold of this matter and urge the road to a rapid and early completion.

☞ THE LAWRENCEBURG AND UPPER MISSISSIPPI RAILROAD COMPANY has decided to have all its passenger, baggage, burden, and other cars painted white, so they can readily be distinguished from those of all other roads, wherever they may be. A train of these would form a "milky-way" of rare beauty. The Indianapolis and Bellefontaine Company has a passenger train painted a beautiful red, and probably will take the hint and paint all their cars that color.

EATON AND HAMILTON RAILROAD.

We are indebted to D. M. Morrow, Esq., Superintendent of this road, for a statement of business on forty-five miles of the Eaton and Hamilton, and Richmond and Miami Roads, for the month of May, 1853, which is as follows:

Stations.	Exports.	Imports.	Total.
Hamilton,....	$357 18	$608 03	$965 21
Seven Mile,...	239 49	58.47	297 96
Collinsville,...	46 41	10 47	56.88
Somerville,...	180.35	62.14	242 49
Camden,.. ..	574 16	80.86	655.02
Eaton,.....	1,062.86	439.44	1,502 30
W. Florence,..	52.14	18 08	70.22
N. Westville,...	223.84	19.49	243.33
Richmond,....	2,870.50	2,713.63	5,584.13

Freight Transportation,.....	$ 9,617 54
6,148 Passengers,.....	3,358.60
Total,.....	$12,976.14

As this road was opened through to Richmond but little over a month ago, there is no corresponding report of any previous month with which to compare it. Yet, as far as such comparisons can be made, and taking into consideration the fact that this is one of the dull months of the railroad year, the result fully equals, and in fact surpasses, the expectations of its most sanguine friends; and gives all connected with the road, good cause for self-gratulation, in view of this evidence of prosperity, and the highly flattering prospects held out for the future.

This road has been regarded by many persons as a mere branch, or auxilliary, to the Cincinnati, Hamilton and Dayton Road, and but little has been heard of its earnings, inasmuch as its exports and imports are thrown upon that road at Hamilton, and thence flow directly to this city, or, vice versa, as the freightage of this latter road, without any portion thereof finding its way to the credit of the Eaton Road upon the commercial tables of our city; and this will continue to be the case until such time as necessity shall compel an independent extension of this road to Cincinnati. This exhibit of the business of this road will show that some interior roads connecting important points, will pay good dividends, and are equally worthy of consideration as many of the trunk lines.

The Hamilton and Eaton, and Miami and Richmond Roads pass through a delightful country, and are constructed in the best manner, and upon the most improved principles of railway building, thus making them permanent and safe roads, and as such, worthy of the confidence and patronage of the traveling community.

☞ On Wednesday, May 25, the people of the county of Blount, Tenn., voted a subscription of one hundred and twenty thousand dollars to the stock of the Knoxville and Charleston (Rabun Gap) Railroad Company, by a majority of something more than four hundred.

RAILROAD EARNINGS.

CINCINNATI, HAMILTON, AND DAYTON RAILWAY.

Earnings for the month of May, 1853, compared with the earnings for the corresponding month of 1852:

	1852.	1853.
From passengers,.....	$15,586 61	$21,694 43
From freight,.....	7,133.62	12,500 27
From mails and express.	180.92	866.40
	$22,701.15	$35,061.10
		22,701.15
Increase 54 per cent.....		$12,359.95

CHICAGO AND LA SALLE RAILROAD.

The receipts of this road for April were as follows:

Passengers,.....	$24,363
Freight and Mails,.....	3,958
Total,.....	$28,321

The contractors of this road, have undertaken to complete it to Rock Island City, by the 10th of July, 1854.

BALTIMORE AND OHIO RAILROAD.

At the regular meeting of the Board yesterday, the usual statement of the business for the preceding month was presented. The revenue for the month of May has been as follows:

Main Stem—		
Passengers.....		$54,522 50
Freight.....		150,427 51
Total.....		$204,950 01
Washington Branch—		
Passengers.....	$26,625 33	
Freight	5,593 33	
		32,318 66
Total.....		$237,268 67

The receipts of the corresponding month (May) of last year, were $141,734.13 from the Main Stem, and $33,140.25 from the Washington Branch, making a total of $174,874.38; thus showing an aggregate increase of $62,394.29, of which over $26,000 was for passengers, and $37,000 for freight on the Main Stem.

NEW JERSEY RAILROAD COMPANY.

The annual report of this Company exhibits the following items: The number of passengers conveyed over the whole line of the road last year was 212,982, and those to all intermediate places, 1,379,088, making a total of 1,592,070; of which, 724,930 were between Jersey City and Newark. The amount of freight forwarded amounted to 34,655¾ tons, and the number of miles run by passenger, freight, and other trains, was 270,480. The receipts of the year were $602,942.33, and the ordinary expenses $316,259.85; the transit duty on passengers and freight to the State was $13,081.29, and the tax on capital stock to the State was $10,490.60.

HUDSON RIVER RAILROAD.

The receipts of this road for the month of May, 1852 and 1853, were:

May, 1853	$93,704
For same month, 1852.....	61,038
Increase, equal to 53½ per cent	$32,666

BOSTON AND PROVIDENCE RAILROAD COMPANY.

The annual meeting of this Company was held at Boston on Wednesday. The annual report of the Directors gives the following statement of the affairs of the Company:

Receipts, year ending June 1, 1853,	$469,656 62
Expenses.....	242,222 45
Net earnings	$227,434 17

Which is equal to a surplus of $6,000 over seven per cent.

FORT WAYNE AND SOUTHERN R. R.

The Fort Wayne *Sentinel* says: At a meeting of the Directors, held at Muncie this week, a project for extending the road south by a different route from the one originally contemplated, was submitted, which it strikes us is a great improvement, and will add much to the character of the road as a through line to the Ohio.

The proposal is, to run the road from Muncie direct through the center of Henry, Rush, Decatur, Jennings, Scott, and Clarke counties—striking the county seats, Newcastle, Rushville, Greensburgh, Vernon, Lexington, and Charleston—to Jeffersonville or New Albany. This is almost an air line, passes through all the county seats, on a route not occupied by conflicting roads, and is some 10 or 12 miles shorter than the original route by Knightstown and Shelbyville. The distance from Fort Wayne to Jeffersonville or New Albany is only 190 or 195 miles. At Newcastle it would intersect the Cincinnati, Logansport and Chicago Railroad; at Greensburg, the Lawrenceburg and Indianapolis Railroad; and at Vernon, the Madison Railroad.

A committee was appointed to examine the new route, and report at the next meeting of the directors. We can not entertain a doubt that it will be adopted, as it certainly appears to possess many advantages over the old one, and will make a far better line. If it should be, we shall look upon this as the best north and south road in the state.

NEWPORT AND LOUISVILLE RAILROAD.—This road intersects the Louisville and Frankfort Road, 29 miles from Louisville, and terminates at Newport, a distance of 73 miles; making total distance from Louisville to Newport, 102 miles, crossing the Kentucky river near the mouth of Drennon creek. The whole route has been put under contract to Messrs. DeGraff & Co.

PITTSBURGH, MAYSVILLE AND CINCINNATI RAILROAD.

The attention of contractors is called to the advertisement of the letting of this road in our columns.

We can not give a better idea of it and its connections than is contained in the following extract from the Morgan *Herald:*

"The object of the Pittsburgh, Maysville and Cincinnati Railroad, is to form a connecting link in the broad gauge roads, built and being built, from the city of New York to St. Louis, Mo., and ultimately to the Pacific Ocean. There is now a 6 feet gauge railroad completed from the city of New York to Dunkirk, on Lake Erie. There is also a railroad (to be 6 feet gauge,) now under contract from a point on the New York and Erie Railroad, to Pittsburgh; also, from Pittsburgh to Steubenville, O. There is now under contract a 6 feet gauge road from Cincinnati to St. Louis, Mo. There is also a continuous line of railroads being constructed from New Orleans to Maysville, Ky. A glance at a correct map will show that an air line from Steubenville to Maysville, Ky., passes near McConnelsville, and will also show that the construction of the Pittsburgh, Maysville, and Cincinnati Railroad, will secure the great desideratum sought by the merchants of New York city, viz.: a continuous 6 feet gauge road from that city to St. Louis, Mo., via Cincinnati, O., (ultimately to be extended to the Pacific Ocean,) and to be so located as to secure to New York city the trade and travel coming up the great Southern line of railroads, viz.: from New Orleans, Nashville, &c.

MEMPHIS, FULTON AND GALVESTON R. R. The citizens of Texas are now engaged in the construction of a line of railway from Galveston to Fulton, Ark., with a branch to Preston, on the northern boundary of Texas. From Fulton this road will extend eastwardly, under the name of Arkansas Central Railroad, to Memphis; thus opening a new northerly outlet for Texas trade, which has hitherto concentrated almost entirely at New Orleans. The Hon. John C. Jones, of Tennessee, is now filling appointments to speak in favor of, and aid in extending railroads through Texas, Arkansas, and Tennessee.

No man is better qualified for such an undertaking than Gov. Jones. He has ever been a strong friend of internal improvements, and is, not inappropriately, called by the Memphis *Eagle & Enquirer*, the "Napoleon of Railroads."

☞ Engineer Pomeroy, engaged in reconnoitering a route for the proposed railroad between Columbus and Chillicothe, reached our city last evening. We understand that he says it is one of the easiest and best routes for a railroad he has ever explored.—*Chillicothe Metropolitan.*

OHIO AND MISSISSIPPI RAILROAD.

The following officers and directors were chosen at the annual election of the Ohio and Mississippi Railroad Company:

JAMES C. HALL, President;
H. H. GOODMAN, Secretary;
CHARLES D. COFFIN, Solicitor.

DIRECTORS.—James C. Hall, Charles Stetson, Charles D. Coffin, John Baker, Charles U. West, Geo. W. Cochran, Eden B. Reeder, Thomas Phillips, R. W. Keys, John Slevin, H. H. Goodman, and Nathaniel Wright, of Cincinnati. Thomas Goff, and John Cobb, Aurora, Ind. Hagerman Tripp, Vernon, Ind. Abner T. Ellis, Samuel Judah, Wm. J. Hobard, Cyrus M. Allen, Vincennes, Ind. R. A. Clements, Washington, Ind. Meda U. Shields, Browntown, Ind.

Judge Ellis was re-elected president; but resigned, when Jas. C. Hall, Esq., was elected to fill the vacancy.

The Company is now urging forward its work under the most prosperous circumstances.

FREMONT AND INDIANA RAILROAD. — The Hancock *Courier* thus speaks of this important road: This road has been surveyed as far as this place, and a profile of the route taken. From here to Lima the route was surveyed by the Dayton and Michigan Company, and our people have the use of that survey; so we may correctly say the road has been surveyed from Fremont to Lima. The route is pronounced an excellent one, and the more it is looked at, the more it becomes a subject of examination among those competent to judge correctly concerning it — the more it is appreciated—and the more enthusiastically is it pronounced a magnificent project for the people of Hancock to engage in. The only thing which will prevent this road being built is want of sufficient means to build it. The people of Hancock will not suffer themselves to be clothed with the pall of black disgrace in failing to raise the necessary funds to put the road through on the proposed route. The road will be built, and it will be proven that the people of this county mean what they say. Messrs. La Q. Rawson, of Fremont, and C. W. Foster, of Rome, two of the corporators, came here on Thursday, and yet (Friday afternoon) remain, making arrangements to push the matter without delay.

☞ The Buffalo and Brantford Railroad is getting along finely. Every exertion is being made on the part of its indefatigable engineer to hasten on the work, and we may look for the speedy completion of the route with the utmost confidence. A portion of the iron has already reached this country, and a large part of the track is now ready for it. Buffalo will soon have access to one of the richest sections of country in our vicinity.—*Rough Notes.*

IOWA CENTRAL RAILROAD.

The contractors on the above Railroad, we understand, have broken ground at Lyons, Clinton county. A letter to the Galena *Advertiser* says:

"The first seventy miles—to Iowa City—will be pushed forward to a speedy completion: it is in the hands of a Company of New York gentlemen, who have the energy and ability to accomplish it: and the balance of the road to Council Bluffs, will soon be put in a state of forwardness, that will warrant its completion within three years, thereby opening a great thoroughfare from Council Bluffs, on the Missouri river, to New York, via Chicago and Detroit."

The Iowa Central Road is to connect with the Mississippi and Rock River Junction Railroad, which is already begun, and is to be pushed to a speedy completion.

The following information in regard to the Junction Road is from the New York *Tribune:*

The Mississippi and Rock River Junction Railroad, of which the bonds have recently appeared in this market, is a link of forty miles in the chain of roads called the "Mississippi and Rock River Junction, and Lyons, Iowa, Central Railroad," connecting at Chicago with the Michigan Central, and running in an air-line, due west, striking the Mississippi at Fulton, thence crossing by bridge in a straight line to Iowa City, thence on to Council Bluffs on the Missouri. The entire eastern portion of this line, from the Mississippi to Chicago is now under contract, and will be finished before next May, and fully equipped. The Rock River Junction portion of the road connects with the Illinois Central at Dixon, on Rock River, and runs a distance of forty miles, to Fulton. The Junction Road is under contract to be built, and fully equipped for $800,000, and paid for one half in cash and one half in bonds; the bonds are secured by a mortgage of the entire road executed to George J. Robbing, in trust; they have ten years to run, and are convertible into stock any time within that period; the coupons are payable at the American Exchange Bank, New York, 1st of August and February.

Upon the opening of the subscription books, and within a short time, $935,000 were subscribed, which is $535,000 more than is wanted; of this amount the Michigan Central Road, which is now the full owner of the entire balance of the line from Dixon to Chicago, subscribed $405,000, and offered to endorse the bonds of the Company and shoulder the whole road.

VICKSBURG, SHREVEPORT AND TEXAS R. R. From private advices we learn that this road will be ready to let to contractors by the 1st proximo, for grading, at three points, viz.:—commencing opposite Vicksburg, opposite Monroe, and at Shreveport, working westwardly from each point.

The Texas and Pacific Railroad, a continuation of this road, will also be ready to be commenced at its eastern terminus as soon as this road will be. On page 232, No. 15, of the RECORD, we gave some particulars as to the means of this road.

GALENA & CHICAGO AIR LINE R. R.

With the usual energy manifested by the Superintendent of the Galena and Chicago Railroad, the surveys and all the preliminary arrangements before letting out the contracts, have been completed, and yesterday we inspected the profile at the office of the Company, which is furnished with all the particulars required by contractors.

On the further end of the road two surveys have been made, and it has not been decided which will be adopted, but the surface of the country is so near alike that the work can be placed under contract. A glance at the route as marked on the survey map, at once indicates that the road is in reality an Air Line one. Starting from the Junction, it runs a little north of west in a straight line, to within twenty miles of Dixon, where it connects with the Rockford and Rock Island Railroad, which passes through Dixon and Sterling to Fulton City and Albany, on the Mississippi. At Fulton, which is thought to be the best point for crossing the river, a road is to be continued to Council Bluffs, for which a Company has already been formed, and partial surveys made. The Engineers report the proposed route for the Air Line Road to be favorable; the maximum grade as far as Dixon, not being more than thirty feet. The heaviest piece of work will be the bridge across Fox river, which is to be 506 feet long, to rest on three piers and two abutments. The spans are to be 119 feet in the clear, or 125 feet from center to center on pier and abutment. The piers will be 28 feet in hight, 21 feet in length, and 6 feet in width at the top. The road from the junction to the connection with the Rockford and Rock Island Railroad, is divided into 34 sections. Sections 1 to 5 and part of 5, to be completed by the first of August; from 5 to 8 by the first of October; from the 8th to the 15th by the 15th of October; from the 15th to the 30th by November 1st; from the 30th to the 34th by November 15th. The masonry and abutments of Fox river bridge are to be ready for the superstructure by the 15th of September. The length of the road from the junction to Dixon will be 65 miles, and from Dixon to Fulton city, 37 miles. So direct is the road, that there will not be more than 20 degrees curvature in the 46 miles. Contractors are busy inspecting the plans, and the lettings are to take place on the 25th instant.

It is thus evident that the Galena Company are in earnest, and determined to put the Air Line through. There are however, outside rumors of a coalition; but we believe that no official offers have been made by either party as yet.—*Chicago Tribune.*

Greenville Railroad, S. C.—In a letter directed to the stockholders, and published in the Greenville papers, the president of this road, Hon. J. B. O'Neall, says:

"Before our annual meeting, the Wednesday after the 2d Monday in July, it will have reached two of its termini — Abbeville and Anderson—and will be far on toward the 3d, Greenville. Regarding its success as now certain, and its troubles as at an end, I beg leave to say to you that I will not continue to serve, beyond the annual meeting, as president of the Road.

"My public duties have become so heavy and burdensome that I must begin to rid myself thereof. This is the beginning of my effort."

Quick Trip.—The Buffalo *Rough Notes* says: The Special Train yesterday morning left this city for Albany at 7 o'clock and 15 minutes. The following is the time made between this city and Rochester:

Left Buffalo at..... 7.15 A. M.

	Distance.	Time.
Arrived at Lancaster	10 miles.	7.30
Town Line	5 "	7.36
Alden	6 "	7.41½
Pembroke	5 "	7.47
Batavia	11½ "	8.00
Byron	7½ "	8.09½
Bergen	7 "	8.18½
Churchville	3 "	8.25
Chili	5 "	8 30½
Cold Water	3 "	8.35
Rochester	6 "	8.42½

This includes four minutes lost at Bergen. The train on the Rochester, Lockport, and Niagara Falls Road, which left the Falls at the same time with the train from this city, reached Rochester at 8 o'clock and 59 minutes, *sixteen and a half minutes* after the train from this city. The engine used on the train from this city was the locomotive "Racer," Burr Stone at the helm, John Houghtaling, conductor. We have received from Mr. Martin the following schedule of distances, time made, and pro rata time from this city to Albany:

From Buffalo to	Distances. Miles.	Pro rata Time.	Time made.
Rochester	69	138	127
Syracuse	81	155	210
Utica	53	118	113
Schenectady	78	157	146
Albany	17	26	26

Dubuque and Pacific Railroad Company.—A Company has been organized here, having connections at New York, for the construction of a railroad, commencing at Dubuque and extending westward, in such directions as may be found best to connect with the great trunk road to the Pacific, if such trunk itself should not be located on the latitude of Dubuque. The capital stock of this Company is fixed at $10,000,000, divided into shares of $100 each.

Col. R. B. Mason, Chief Engineer of the Illinois Central Railroad, has been elected, (and he has accepted of the place,) as Chief Engineer of this road.

It is the intention of the directory to construct about thirty miles of this road by the 1st of July, 1854; and to effect that object an energetic and systematic effort will be made at once to procure subscriptions to the capital stock, which, for the present, will be limited to the amount that may be found necessary to construct the first division, the object being to make the first stock taken the most valuable.

It is expected by the proprietors of this road that $200,000 of the stock will be taken at once by private subscription in Dubuque, and they rely upon the county to take as much more in its corporate capacity.—*Dubuque Herald.*

The Gordonsville Railroad.—The citizens of Fredericksburg, Va., were called upon last Saturday to vote on the proposition of a corporation subscription of $85,000 to the Fredericksburg and Gordonsville Railroad, which was authorized by the following vote: For subscription, 827; against, 20.

Virginia Central Railroad.—An article in the Alexandria *Gazette* thus notes the progress of this road westward: "The cars on the Virginia Central Railroad are now running to Meacham's river. The State then has 16 miles to make to Waynesborough, which carries it across the mountains, 11 miles of which are nearly ready for the rails. The Company has 50 miles under contract beyond the mountain, upon 12 miles of which, to Staunton, the grading is done and the rails are now laying. Twenty miles of the remaining 50 will be ready this winter for the rails. When this is done it will bring passengers within 50 miles of the White Sulphur Springs. The Blue Ridge Tunnel is about half done,—say 2100 feet completed. There are 4200 feet in all, and it will take two years more to complete it. The Central Road will not probably wait for it, but will have a stationary engine across the mountain. This is the road the Orange Road connects with at Gordonsville.

Northwestern Virginia Railroad Co. The second annual meeting of the stockholders of the above Company was held on the 1st inst., at Parkersburg. The annual report was read, and the former president and directors unanimously re-elected. No other business of general interest was transacted. The Board consists of the following gentlemen: President, Thomas Swann. Directors, George Brown, John Hopkins, Columbus O'Donnell, William McKim, Charles M. Keyser, Thomas C. Jenkins, and Benjamin Deford, of Baltimore; and James Cook, John R. Murdoch, and George Neale, Jr., of Parkersburg. At a subsequent meeting of the Board, George Brown, Esq., was appointed President *pro tem.* during the absence of Mr. Swann, now on his way to England.

Memphis & Granada Railroad.—This road some 100 miles in length, is intended to connect Memphis with New Orleans. We note from our exchanges, that a meeting was called on the 16th ult., at Panola Court House, in relation to it. The feeling along the proposed line is in favor of the road. The people of De Soto county, says the Hernando *Press*, "Are prepared to perform their part, whenever the matters in connection with our Railroad are presented to them in a proper light; and we confidently trust that such men will be selected to canvass our county, in connection with the present Commissioners, as will enable us shortly to present our full quota, in round numbers and no mistake."

☞ There are now 2400 workmen engaged on the Central Road between Zanesville and Wheeling, and 1000 more are needed.—There is plenty of work, prompt pay, high prices, and a healthy country.

☞ The Cincinnati *Gazette* says that the directors of the Dayton and Michigan Road met a delegation from Piqua, Sidney, and Cincinnati, at Dayton, on Thursday, with a view to agree on a compromise line for the road north, so as to quiet the difficulties between Troy and Piqua. The utmost harmony prevailed, and the so called Turtle Creek route, on a straight and easy line from Troy to Piqua, on the east of the river, was proposed as satisfactory to the Company, and to all the prominent interests concerned. We are gratified to hear this, as we are informed that if this line is adopted, the road will be finished from Troy to Piqua in 90 days.—That is right; settle the controversy and go ahead.

☞ The Memphis and Little Rock Railroad Company organized last week by the election of a Board of Directors, of which J. M. Williamson was elected President. Joseph L. Gregg was appointed Chief Engineer, and he was to organize a corps of engineers and proceed to a thorough survey of the road, and to a location as far as St. Francis river, in order that the work may commence as early as possible. The contract for throwing up the embankment from Memphis to the St. Francis river, a distance of 37 or 38 miles, has already been made with an experienced contractor, who will commence the work as soon as it is ready.

Charleston, Knoxville and the Ohio Valley.—The Knoxville *Register* says: Since the vote in Blount county we are justified in footing up the column of railroad subscriptions to the lines which are to connect Charleston directly with Knoxville and the Ohio Valley, thus:

Knoxville to the Kentucky Road	$50,000
Knox county to do do	100,000
Anderson county do do	100,000
Knox county to Charleston Road.....	100,000
Blount county to do do	120,000
Total.....	$470,000

Campbell county is yet to vote upon a proposition to subscribe $50,000 to the Kentucky Road. There is no doubt whatever entertained as to its success, and this sum added to the above, makes the total subscription in the four counties, $520,000.

Eel River Valley Railroad—Correction.—In our tenth number, page 147, in speaking of this road, we say that Logansport is the *northern terminus*—it should have been *southern terminus* — the northern terminus being at or near Auburn, in DeKalb Co., where it is proposed to connect with the proposed air line from Toledo through northern Indiana.

The misprint is so evident that we suppose few at all acquainted with the road but were aware of it.

Railroad Car Ventilation. — A new mode of ventilation was yesterday tried on the Naugatuck Railroad with decided success. The plan is that of Messrs. Atwood & Waterbury—the latter an officer of the road. Its general outline is this: The passenger cars of a train are all thrown into one long saloon by means of a flexible cloth or rubber platform, and the windows being kept closed and the train opened at the rear, a strong current of air is received just over the engine through a pipe or bag as wide as the train, and some six to twelve inches deep, which passes in at the top of the front car and so along through all the cars, and out at the rear. A passenger assures us that the exemption from dust was perfect, the sensation of coolness and freshness delightful, while the perfect facility and safety of passing from end to end of the train sensibly enhanced the pleasure of the journey.—*N. Y. Tribune.*

Sunbury and Erie Railroad.—A dispatch was received on Wednesday last from John S. Brown, Esq., of this city, then in Philadelphia, that the entire work of the Sunbury and Erie Road had been let—the first one hundred miles from Erie east, to a company composed of our citizens, of which Mr. B. himself is one, and the balance to Lock Haven, to Messrs. Rockafellow & Co. This latter firm, we believe, is the same that built the Buffalo and Hornellsville Road; a fact which guarantees that their part of the work will not lag; while our knowledge of the gentlemen composing the company here gives us every confidence that their portion will be prosecuted with equal energy. As Mr. B. had not returned when we wrote this, we have no particulars of the time the work is to be finished.—*Erie Observer.*

Columbus, Piqua and Indiana Railroad. This splendid line of road is now open to Pleasant Valley, Madison county. We are informed by competent judges, that this line thus far is built in the most substantial manner, and will favorably compare with the best roads in the State. A. G. Conover and R. J. Hilliard, Esqrs. Engineers and Superintendents, are entitled to much credit for their energy, skill and perseverance in pushing forward this work. Trains for the accommodation of passengers have commenced running.

☞ The *Louisville, Clarksville and Memphis Railroad Company* was organized at Clarksville on Wednesday, by the election of fifteen directors, and Dr. Joshua Cobb as president This preliminary step having been taken, the Clarksville Chronicle says an early move will be made for the survey of the line. This is a contemplated portion of the Louisville and Memphis Road.

New Hampshire Railroads.—By a summary appended to Governor Martin's recent message, it appears that the total length of railroads in New Hampshire is 624¾ miles; cost $18,346,086 64; receipts last year $1,768,455 98; expenses, $949,567 74; net income, $818,888 44.

Beloit Branch Railroad. — We understand that the work is so near completion on this road, that the Company feel not the least doubt it will be opened by the first day of October.

Communications.

PORTSMOUTH AND CINCINNATI RAILROAD.

CENTRAL ROUTE.

Amelia, Clermont Co., O., June 6, 1853.

E. D. Mansfield, Esq—I send herewith a short account of the railroad progress through our county; more particularly of the route proposed to pass through our vicinity. As yet, no account of this line has appeared in your columns. The following is a brief account of the route and its advantages: Early in March last, and soon after the citizens of various points in the southern part of this county had begun to agitate the project of connecting Cincinnati and Portsmouth by railroad, other portions of the county began to awaken to their interests, and numerous meetings were held at Withamsville, Amelia, Bantam, Bethel, Hamersville, and Newhope, on one route, and at various points on another, via Batavia, Williamsburg, &c.

The advocates of the southern route have organized a Company, and are now opening books for subscription of stock, although a reconnoisance and survey of the route has not yet been made.

On the route proposed via Withamsville, &c., the services of R. M. Shoemaker, Esq., of the Covington and Lexington Railroad, are secured to make the necessary reconnoisance and survey prior to the organization of a company, or the extension of the charter of the "Pittsburgh, Maysville and Cincinnati Railroad," over this line, provided it proves the most practicable of all the routes proposed; arrangements were made to this effect by our delegates at the West Union convention with Col. Hawkins, the agent for the above railroad. Mr. Shoemaker is expected to be on the line in a few days. The route proposed runs from some point in the north part of the city of Cincinnati, through Walnut hills, crossing the Little Miami at the most practicable point, so as to run up Clough creek, or Dry run, to the table lands near Withamsville; thence via the most practicable route to Bethel, so as to intersect the P. M. & C. R. R. at or near Jacksonville, in Adams Co.

Two routes have been surveyed from the Miami to the table lands, both of which have been found practicable.

The difficulty in getting from Cincinnati to Withamsville is amply repaid by having the remaining distance (about fifty miles) of level country to run over.

The other route proposes to pass up the

valley of the East Fork, leaving it near Batavia, recrossing the stream at Williamsburg, and terminating at or near Locust Grove, Adams Co. A survey of this route is going on, and is perhaps half through at the present writing. The advantages of the central route are, its shortness, directness, and the level country to run over. With the prospects before us, should we fail, let it not be said that we have made no efforts, or that we have not done our duty. T. W. R.

Miscellaneous.

REVENUE SERVICE OF THE U. S.

In the great scramble for office, which has recently been going on at Washington, there is really a good deal more of *spoil* to be divided among the conquering party than the people generally suppose. The "Blue Book," it is true, is officially open to everybody; but, in fact, few read it. We shall be entirely safe in saying that not more than one man in two hundred can tell within half how many officers are employed in collecting the revenue, and how much that collecting costs.—We shall be safe in saying, also, that a company of intelligent merchants will contract for making that collection for half what it costs. To give an idea of the *spoil* captured in the late political struggle, (the spoils, be it remembered, which really belong to the people,) we will just mention the following number of offices in the Custom House, which yield *over* $1,000 each:

1	Collector	$10,000
17	do each	6,000
10	do do	3,000
8	do do	2,000
12	do do	1,500
7	do do	1,100
1	Naval Officer	8,000
6	do do each	5,000
3	do do each, over	1,000
1	Surveyor	7,000
6	do each	5,000
6	do do	2,000
2	Appraisers, each	6,000
26	do do over	2,000
1,083	Inspectors, Deputy Collectors, Assistant Appraisers, and Clerks, each, over,	1,000

In all, we find 1,188 fat offices in the Custom House alone! Some of them were very large prizes, and how captains of hundreds and captains of fifties in the party army must have had their eyes glisten, and their mouths water, in sight of such nice venison pasties as these!

But this is not all, by any means. There are nice tit bits for corporals and sergeants who have stuck to their leaders in the battle. 1,336 other offices in the custom houses afford rewards for the retainers of the great political barons. Thus we have 2,524 officers in the custom houses, whose offices are given up as plunder to the victors in each Presidential election!

The Secretary of the Treasury reports that the amount paid to these custom houses for the collection of the revenue was, in the last current year, *two millions and eighty-eight thousand dollars!* The amount of revenue collected from customs was $47,000,000; so that the commission for collection was nearly five per cent. The highest charge of a commission merchant for transacting business is two and a half per cent., and we doubt not a company of merchants would cheerfully make all the collections for the government for two and a half per cent., and make a handsome profit. But *then* there would be no "spoils" for the political plunderer!

GOVERNMENT PREPAID ENVELOPES.

These envelopes, we understand, will be ready for issuing on the first of July. The price will be $3.20 per hundred, being three cents each for postage, and twenty cents per hundred for the envelopes. Their manufacture has been steadily going on at the establishment of the contractor, Mr. G. F. Nesbit, and a writer in the New York *Times* thus describes the process:

The finest quality of white and buff paper, made expressly for the purpose, is water-lined with the letters of P. O. D., U. S., being the initials of the "Post Office Department of the United States." This paper passes through a handsomely executed piece of mechanism, arranged for cutting out 500 of the envelopes at one time. This machinery is worked by steam power. The envelopes are next passed into the hands of embossers, who stamp on them a portrait of Washington in white bas-relief. They are then passed to the folding machine, and thence to the female having charge of the printing presses, where the various rates of postage are stamped upon them with bright red ink.

The self-sealing material is the next process, and the envelopes are then carefully examined, counted into bundles of twenty-five, distributed into boxes, and finally packed by thousands in cases ready for shipment to Washington, whence they are to be sent to the deputy postmasters in all parts of the United States, under direction of the Postmaster General. In the manufacture of these envelopes, about one hundred persons are employed, of whom the majority are females. To provide against forgeries, rules equally strict with those of the United States Mint have been adopted, and the building is guarded day and night by private watchmen. The following is a copy of a section of the new postoffice law posted in all parts of the manufactory:

"Forged Envelopes, &c.—Section 7 provides against all kinds of counterfeiting, imitation, or forgery of the postage stamps and envelopes, making the penalty, on conviction, a fine not exceeding five hundred dollars, or imprisonment not exceeding five years, or by both such fine and imprisonment.

"Abstracting envelopes during the process of manufacture, is visited with the same penalties."

☞ The Pacific Steamship Company has declared a dividend of twenty per cent. on the undivided profits to the 30th of April, payable in stock, the certificates of which will be ready for delivery on the 15th inst.

BRITISH TESTIMONY --- AMERICAN STEAMSHIPS.

VOYAGE OF THE BALTIC; AND A STORM ON THE ATLANTIC.

We take the following very interesting paragraphs from a work by Mr. Kenion of the British Navy, quoted in the Baltimore *American:*

On arriving at New York I took a passage in the Baltic, for which I paid $120, about £24, and now proceed to give a description of that vessel.

The American steamship Baltic, belonging to the Collins line, was built by Jacob Bell, of New York, at a cost of $710,000, equal in round numbers to £142,000. She is barque rigged, and can spread about the same quantity of canvass as an ordinary sloop of war.

In smooth water the wheels average 15 revolutions. Her average steam for the last year, 15 inches; limit permitted by the company, 18 inches, but it is seldom reached at sea, as the cylinders consume the steam faster than it can be produced. The highest speed ever made at sea is 15 knots per hour, and the least run last winter, for 24 hours, 167 nautical miles. None of the vessels of this line have been caulked outside since they were launched, or were ever hove to at sea from stress of weather. Three thousand pounds, or fifteen thousand dollars, are expended to supply passengers and crew for one voyage to England and back. Wines and liquors are not included in this expenditure, and are a matter of accommodation to the passengers, as no profit is made, only a sufficient advance upon prime cost to cover losses from breakage, &c. The officers of the ship are charged same as passengers. I can answer for the goodness and cheapness of these articles from my own experience.

I am only doing justice to these magnificent vessels in stating that they are, beyond any competition, the finest, the fastest, and the best sea-boats in the world. I am sorry to be obliged to say this; but, as a naval officer, I feel bound in candor to admit their great superiority. Their extraordinary easiness in a sea can not fail to excite the admiration of a sailor; I never beheld anything like it. There was none of that violent plunging, that sudden check usually attending a large ship in a heavy head sea. The elongated bow dipped gently in, when a vast, wall-sided, and threatening swell appeared overwhelmingly to rush upon her. The whole fore-length of the vessel appeared to sink gently down until almost level with the water, and as gradually to rise again after passing. Most wondrous of all, no sea ever came on board, and the foaming and angry waters appeared to glide harmlessly past her peak and narrow bows.—The extraordinary difference in this respect to the America was most marked, as a very ordinary head sea would dash angrily, and with huge volumes over *her* bows. I attribute these admirable qualities to two reasons:—First, the long and gently graduated bow; and secondly, the lightness and buoyancy of the forepart of the vessel, when relieved from the bowsprit. This bowsprit in the Cunard line, projects considerably from the bow, and its weight is greatly aggravated by the leverage caused by its projection. I am not aware of its exact weight, but it must be enormous, particularly at the extremity. The most experienced sailor would be very much deceived in forming a judgment of the sea-going qual-

ities of the Cunard and Collins steamships from a mere outside inspection; and I acknowledge that, at first, I could not conceive the Collins line to be so safe and easy in a sea as the Cunard line. From a considerable experience in all classes of steam vessels besides the Cunard America, I advisably assert that the Baltic is out and out, by long odds, the very best and easiest steamship I ever sailed in.

As some slight proof of this assertion, let me describe what took place in the Baltic on the 6th and 7th of November, 1852, on the passage to England, in about latitude 48 deg. N., longitude 18 deg. W. At 10, A. M., on the former day, this vessel was proceeding with full power, at the rate of thirteen knots, the engines making sixteen revolutions per minute. At this time, a light breeze was blowing from the southwest, with a slight swell from the eastward. About noon the swell increased, and a very dense, dark, coppery sky was perceived at the starboard bow, bearing southeast. The barometer, which had been carefully noted, had been gradually sinking for thirty-six hours, but still the southwest wind ever and anon breathed hoarsely into and filled the flapping canvass. The stormy indications in the southeast gradually increased in intensity as we rushed forward at the great velocity before described—namely, thirteen knots.

At 2, P. M. the barometer—that faithful and valuable monitor—sank considerably.—Capt. Comstock, the experienced commander, invited me into his cabin, and began to discuss the now clear indications of an approaching storm. From various signs afforded by changes in the direction of the wind, swell of ocean, descending glass, and other infallible tokens, known only to experienced seamen, we speedily came to the conclusion that the Baltic was approaching the course of an Atlantic cyclone. From the position of the vessel and her rapid motion, we mutually agreed that the easterly breeze, which had suddenly set in, clearly indicated that we were rapidly approaching the northern edge of the cyclone. This will be plainly understood by the landsmen and uninitiated, when I explain that the cyclones in the northern hemisphere revolve against the sun with a progressive motion toward southeast. The easterly breeze, therefore, could only strike the ship in its northern extremity. If she had been, for instance, at the southern extremity of the rotary storm, it is clear that the wind would have been southwest until the vortex was passed, when the southeastern course of the circular or whirlwind storm would have struck the ship.

Although we were confident that our theory was correct, yet Capt. Comstock, like a prudent, careful, and able commander, as he is, made every preparation to withstand the worst weather. At this time the barometer had sunk lower than I ever experienced, (28 40,) even in the most furious storms, and the gyratory motion of the tortured and fragmented clouds in the southeast showed to the practiced eyes of the seaman that a fearful war of the elements was going on in that direction. The eastern swell was now rapidly rising into heavy and perpendicular sided seas, whose solid-looking, curly tops threatened destruction to all that opposed their headlong course. The wind likewise increased in strength, urging on the too willing waves, until they were lashed into apparent destructive fury.

Let us ascend the bridge, between the paddle-boxes, and try to describe this sublime scene. A furious gale was raging, and wind and waves combined were hurled with gigantic force against the poor Baltic. To avoid rushing madly against the fierce watery barriers, the engines were slackened to nine revolutions, and the brave vessel still held her course at the rate of eight knots. Although the heavy spoondrift in a moment drenched everything exposed, still the ship held on with the most extraordinary ease. At intervals a mountain would appear approaching, giving the idea (often felt by the most experienced) of a gathering power in advance, that nothing could withstand. Onward it rolls, so high, that from your elevated position the horizon is concealed—it is upon us with a crash—nothing can avoid the avalanche of water—the decks are inundated fore and aft.

Not at all, the noble ship rises gently, just sufficient to clear the crest of the surge; her bulwarks are even with the surface of rolling water, but not a drop comes in. Again and again did this happen; and although we were drenched to the skin by the spoondrift, we were fascinated by the wonderful triumph of the ship's course over the madly vexed waters, and remained in our exposed situation spell-bound at her easy performance over such rough and formidable obstacles. Place a Cunard liner, or any vessel, in this position with the present lines of English ocean steamers, and they would ship tons and tons of water. The heavy bows, bowsprit and all, would plunge into the sea with a crash and a bang that would shake and strain a ship to the center. On raising her forefoot from her watery bath, the bowsprit enveloped with the gear, would *visibly bend* with the jerk. This is the main difference between the ocean steamers of England and America, and I strongly advise the builders of England to wake up from their lethargy, half composed of prejudice. I tell them again, plainly, (however unpleasant to myself) that there are no ocean steamers in England, comparable with the Baltic.

PENSACOLA IN THE FUTURE.

A writer at Pensacola states some extraordinary facts in reference to that place. After stating that 8,000 miles of railroad, from every point on the Atlantic, the Lakes, and the Ohio, would in future be concentrated there on one trunk, he says:

"Now, the connection with this network of railroads, and, consequently, with all the principal cities, rivers, and lakes of the United States, inland and seaboard, places Pensacola at once in equal rivalry with New Orleans and Mobile; but you will find that the equality exists only for a moment — the superior advantages of Pensacola as a harbor leaving it without a rival within the Gulf limits of the United States; whilst its continental position and its communication with the Atlantic, as well as with the Gulf cities establishes its superiority over insular Havana beyond dispute; and New York for the first time beholds a rival worthy to compete with her for commercial and metropolitan equality, if not superiority. Pensacola appears to her, like Minerva sprung forth, in panoply, from the brain of her sire, ready for the fight. Pensacola becomes the entrepot of the Southern half of the continent of North America, and bears the same relation to the Pacific Ocean and Asia, that New York does to the Atlantic Ocean and Europe.

"Reader, the future is no longer veiled from our sight, and Pensacola and its destinies are revealed to us in all their magnificence.

"I claim to be no prophet, but only ask of the reader to remember, *brief three years hence*, what was written to-day about Pensacola and its great future.

"The effect of connecting Pensacola with the interior of the United States, and of opening its harbor to the trade of the Gulf of Mexico, the Carribean Sea, and the Pacific, will be to draw through Pensacola the mails and passengers and gold dust, as well as other freight due to the other sections of the United States placed within easy communication.—Thus the Pacific mails due at New York, Montreal and Chicago will be remitted from Pensacola in shorter times and with greater certainty than by any other routes. Pensacola must become the principal depot of the South, and steamers from Havana, Brazil, Panama, and all the principal Gulf ports, will in good time deposit their rich freights at Pensacola to be distributed thence over its vast dependent country.

THE U. S. MINT---COINAGE FOR MAY.

We are indebted to E. C. Dale, Esq., for the following:

COINAGE FOR MAY, 1853.

GOLD.

65,170 Double Eagles	$1,303,400 00
18,535 Eagles	185,350 00
36,345 Half Eagles	181,725 00
203,548 Quarter Eagles	508,870 00
644,161 Gold Dollars	644,161 00
967,759 Pieces	$2,823,506 00
In Bars, April and May	2,296,716 11

SILVER.

425,008 Half Dollars	212,004 00
1,196,000 Quarter Dollars	299,000 00
610,000 Dimes	61,000 00
760,000 Half Dimes	38,000 00
3,957,767 Pieces	$5,730,226 11

COPPER.

912,019 Cents	9,120 19
4,869,786	$5,739,346 30

GOLD BULLION DEPOSITED.

From California	$4,400,000 00
From other sources	28,000 00
	$4,425,000 00
Silver Bulion deposited	1,447,000 00

E. C. Dale, Treasurer.

Office of Assistant Treasurer U. S., Philadelphia.

April 30, 1853.

Balance		$628,677 25
May 31.		
Receipts Customs	$274,714 59	
Post Office Moneys	14,619 54	
Miscellaneous	595 26	
		289,919 39
		$918,596 64
Payments—		
Treasury Drafts	$198,534 83	
P. O. Warrants	38,877 33	
Interest on Loans and Coupons	3,220 00	
Pensions	4,983 82	
		248,616 00
May 31, Balance		$672,980 64

E. C. Dale, Asst. Treasurer

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	103	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	97	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	105	107
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	95	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	98	99
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	102	105
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	107	108
Do Southern	1st " " "	7	1860	103	104
Milwaukie and Mississippi	1st " " 1857	8	1862	101	104
New Albany and Salem	" on 1st section	10	1858–62	108	109
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	119
Do do	2d " convertible	7	1859	109	110
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	99	100
Do do	" " 1862	7	1862	102	103
Northern Indiana	1st mortgage, not convertible	7	1860	103	104
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section	7	1861	104	106
Do	1st " " east "	7	1864	104	105
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865–6	109	111
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	122	125
Parkersburgh	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	100	105
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	98
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	75	77
Bellefontaine and Indiana	50	103	105
Chicago and Rock Island		95	98
Cincinnati Hamilton and Dayton	100	114	115
Cin. Wilmington and Zanesville	100	60	80
Cleveland, Columbus and Cin	100	130	132
Cleveland, Painesville and Ashtabula	100	140	145
Cleveland and Pittsburgh	50	101	102
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	117	119
Covington and Lexington	50	72	73
Dayton and Michigan	50	50	65
Dayton and Western	50	85	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100		
Hillsboro' and Cincinnati	50	70	73
Illinois Central	100	130	135
Indiana Central	50	88	90
Do do 10 per cent	50	90	93
Indianapolis and Bellefontaine	25	98	100
Indianapolis and Lafayette	50	75	80
Jeffersonville and Indianapolis	100	70	75
Junction (Ohio)	50	92	95
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	120	122
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	92	95
Madison and Indianapolis		102	103
Marietta and Cincinnati	50	55	70
Maysville and Lexington		60	75
Michigan Central		117	118
Michigan Southern		145	148
New Albany and Salem	50	65	70
New York and Erie	100	87	88
Northern Indiana		145	148
Ohio Central	50	95	100
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		90	100
Panama		120	122
Pennsylvania	50	98	100
Peru and Indianapolis	25	67	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveland		115	120

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	107	108
Do	6	1862	116	117
Do	6	1867	120	121
Do	6	1868	120	121
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "		1868	121	122
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	110	111
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		
Do do Internal Impt.		1847	90	92
Do Interest do		....	60	62
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	32	35
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	109	110
Do 15 years	6	....	105	107
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	103	104
Do	6	1860	109	110
Do	6	1870	114	115
Do	6	1875	116	118
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	95	96
Virginia Coupons	6	1886	106	108
City Securities.				
Albany	6	1867–9	106	107
Allegheny	6	1872	94	96
Baltimore	6	1870–90	108	109
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	103	104
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	96	97
Do coupons		1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	107	108
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	114	116
Northern, and Branches	115	117
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	101	102
Farmers' Bank of Kentucky	106	107
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	98	100
Planters'	97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 00	@	16 25
Patriot Doubloons	15 65	@	15 80
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 05	@	1 06¼
Portuguese gold	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$175	$180
80 acre warrants	86	89
40 acre warrants	44	46

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

CINCINNATI, Saturday, June 11, 1853.

20 Shares	Cincinnati Fuel Company, per share, bid	4 62½
10 "	Cincinnati and Whitewater Canal Co. Stock, dated October 18, 1841, per cent	05
2 "	Whitewater Valley Canal Co., bid	7 00
4 "	of the Capital Stock of the White Water Valley Canal	7 00
10 "	Kentucky Trust Co. Bank stock	101 12½
18 "	Milford and Chillicothe Turnpike Co. stock	no bid.
2 "	Central Indiana Railroad Co. stock, dated June, 1852, int. to purchaser	90 50
2 "	Central Indiana Railroad Company stock	passed.
6 "	Xenia and Columbus Railroad stock, bid	114 00
20 "	Covington and Lexington Railroad Company stock	withdrawn.
100 "	Peru and Indiana Railroad stock, having 10 months and 18 days' interest due to this day; int. to the purchaser	69 25
94 "	Bellefontaine and Indiana Railroad stock	104 50
50 "	Central Indiana Railroad stock	91 75

Wednesday, June 15, 1853.

1 Bond for	$500 of Whitewater Canal, dated Nov. 18, 1843; int. paid to Jan. 1, 1846	21 00
10 Shares	Cincinnati and Whitewater Canal Co. stock, per share, bid	50
10 "	Kentucky Trust Co. Bank stock, bid.	101 25
11 "	do do do	101 00
200 "	Peru & Indianapolis R. R. stock, bid,	69 00
275 "	Dayton & Michigan Railroad Co. stock, bid	58 00
6 $100 Bonds	Indianapolis and Bellefontaine R. R. Co., bearing interest at the rate of 6 per cent., with coupons attached, bid	97 50
4 Bonds	$1000 each, Covington and Lexington Railroad Co., two years to run, bid.	92 75
10 Shares	New Castle and Richmond Railroad Stock, interest to the purchaser	66 50
100 "	Indianapolis and Bellefontaine Railroad stock, bid	98 00
5 "	Columbus and Lake Erie R. R. stock	passed.
40 "	Covington and Lexington Railroad Company stock, interest from Oct. 23, '52—viz: 7 months and 23 days, to purchaser	76 12½
34 "	Hillsboro' Railroad stock	passed.
10 "	do do	passed.
20 "	Cincinnati, Cambridge and Chicago Short Line Railroad stock	passed.
50 "	Central Indiana Railroad Co., 10 per cent. stock	passed.
7 "	Centr al Indiana Railrood stock	passed.
50 "	Cincinnati, Hamilton and Dayton R. R. stock	115 00

MONETARY.

Money is very plenty at the East, and is freely loaned at 6 per cent., on prime paper. The banks can not find use for their means. Foreign Exchange is dull at 109½ to 109¾. The shipment of golden ingots do not prove profitable when Exchange is at 109⅜. Gold is arriving freely, while the low rates of Exchange prevent foreign shipment. Stocks are buoyant, but not active. Mining Stocks are in demand, rather than any other class.

In Cincinnati, money affairs remain as before, with a full supply, ranging from 9 to 12 per cent. for out of door rates. Domestic Exchange has fallen a shade, as per our quotations.

But little has been doing in the Stock Market; the changes are noted in our quotations. The Little Miami Road Company is in the market for a loan of $1,500,000, at 6 per cent., for building a double track. The stock of this Company is now quoted at 120.

BANKERS AND BROKERS.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

ENGRAVERS, &c.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

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Bank Note Engravers & Printers.
Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.
All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.
Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.
Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S
Lithographic Establishment,
CINCINNATI.
Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.
Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.
Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
†mrg

General Map Establishment,
No. 3 College Hall, Walnut Street,
CINCINNATI.
E. MENDENHALL,
MAP, BOOK, & PRINT SELLER,
Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

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H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of Geo. K. Stillman,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

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RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
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RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
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The above office is under the supervision of
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South-East corner of Main and Fourth Sts., Cin.
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ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
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Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
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Large Stock of Groceries,
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Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

NEW WORKS
ON CIVIL ENGINEERING.

The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by
WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

CLINTON ROBSON & Co.
BRASS FOUNDERS,
No. 154 Front St. bet. Pike & Butler Sts.
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STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FOR SALE.
A Taylor Cylinder Printing Press,
With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000—will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
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For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.
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mr10tf No. 64 Second street.

McDANEL & HORNER,
LOCOMOTIVE AND CAR SPRING
MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to
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All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

Notice to Railroad Contractors.

PROPOSALS for Grading, Masonry, and Bridging of the Western Division of the Covington and Ohio Railroad will be received at the office of the Engineer at Guyandotte, Cabell county, Virginia, between the 20th and 30th of June next.

They will embrace about 45 mile sections with bridges over Twelve Pole, Guyandotte, and Mud rivers.

Also, between the 1st and 15th of July next, proposals will be received at Covington, Virginia, for the Grading, Bridging, and Masonry of that portion of the Eastern Division lying between the town of Covington and Hayne's farm, on Jackson river; a distance of 10 or 11 miles of very heavy work, including much heavy retaining wall, two large bridges over Jackson's river, and probably two tunnels.

The successful bids will be declared as soon as practicable after the 15th of July. Contractors will be required to commence the work at once, and finish within a year. Plans and Specifications will be ready between the 20th and 30th of June—names of securities must be given in the bid.

By order of the Board of Public Works.
CHAS. B. SHAW,
Chief Engineer of C. & O. R. R. Co.,
je9–1½*. Lewisburg, Va.

NOTICE TO CONTRACTORS.

PROPOSALS will be received until noon, the 20th of June, for the graduation and masonry of the Franklin and Warren Railroad, extending from a point on the eastern State line of Ohio, in the county of Trumbull, to Ashland, Ashland county, Ohio, a distance of about 100 miles.

The line will be ready for examination June 13th. For particulars apply at the Engineer's Office, Franklin, Portage county, Ohio.

The remaining distance of the road, extending from Ashland to Dayton or Marysville, will be ready in a short time.

M. KENT, President of F. & W. R. R.
SAM'L H. KNEASS, Chief Eng'r.
Franklin, May 19, 1853.—je2-3t.

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by
MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street.

NOTICE TO CONTRACTORS.

MARIETTA AND CINCINNATI R. R.

LETTINGS OF EASTERN AND WESTERN DIVISION.

PROPOSALS will be received up to the 12th of July, at the Engineer's Office in Marietta, for the Graduation, Masonry, &c, of the 7th and 8th Divisions of this Road, extending from Marietta to Zane's Island, opposite to the City of Wheeling.

The line will be divided into about one mile sections, on some of which there will be heavy Masonry, and other work worthy the notice of the most responsible contractors.

Plans, Profiles, and Specifications will be ready for examination at Marietta, and on the line of the 8th Division, near Wheeling, on and after July the 4th.

Proposals will be received at the same time and place for the construction of about twenty miles, being that portion of the road between Blanchester and Milford, fourteen miles out of Cincinnati on the Little Miami Railroad.

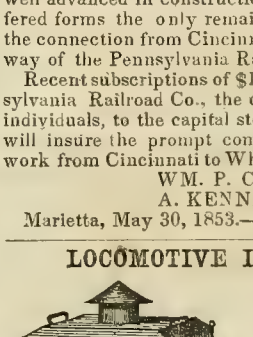
Plans, Profiles, and Specifications for this Division will be ready for examination at the Engineer's Office, in the Manchester Building, Third Street, Cincinnati, on and after the first day of July.

The line of the road from Marietta and Belpre to Blanchester, being already under contract, and well advanced in construction; the work now offered forms the only remaining link to complete the connection from Cincinnati to Philadelphia, by way of the Pennsylvania Railroad.

Recent subscriptions of $1,150,000 by the Pennsylvania Railroad Co., the city of Wheeling, and individuals, to the capital stock of the Company, will insure the prompt completion of this great work from Cincinnati to Wheeling.

WM. P. CUTLER, Pres't.
A. KENNEDY, Engineer.
Marietta, May 30, 1853.—je9–5t

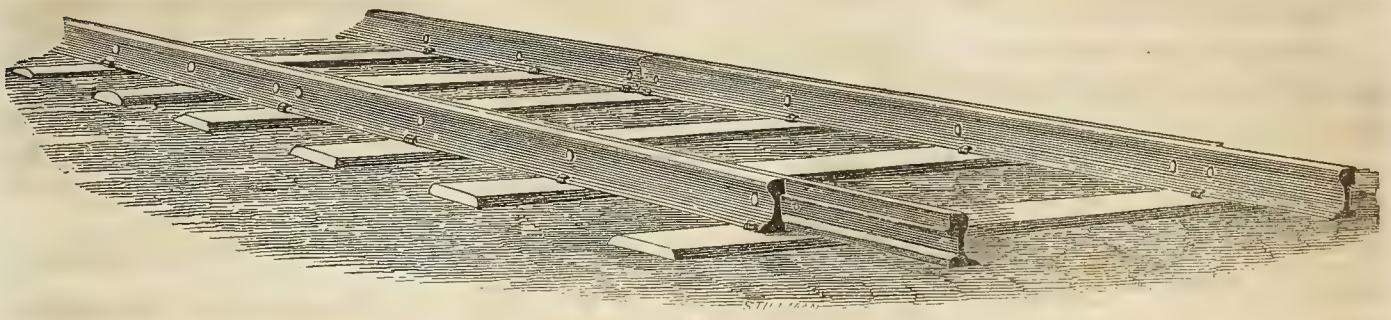
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†mr24] 9 and 11 West Second St., Cincinnati

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

ROBERT MAC LEOD,
Chief Engineer.

M'Connelsville, June 4, 1853. je16w5

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4 10 P. M.
" 4 P. M, " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M, are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

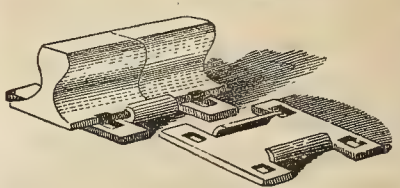
Leave Cincinnati for Dayton at 1.15 P. M
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M

FARE—To	
Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
6*mr3 Superintendent.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TO RAILROAD COMPANIES.

THE subscribers, who were the first to introduce

Warren's Fire and Water Proof

COMPOSITION ROOFS

in the West, would respectfully invite the attention of the Presidents, Superintendents, Engineers, and Contractors of Railroads, to their mode of roofing; as combining economy, durability, and safety in a degree superior to any other. Their Composition Roofs are well adapted not only to private dwellings, but to Warehouses, Railroad Depots, Sheds, &c., and have been extensively used on several Railroads with great satisfaction.

Being largely engaged in manufacturing, we propose selling to Railroad Companies our Roofing materials at a LOW PRICE, and to furnish a competent person to superintend the work, if desired; or, if prefered, to put on the roof at a certain price per square.

Companies that have not determined on some other kind of roofs for their buildings, may find it greatly to their advantage to correspond with the subscribers upon the subject.

S. M. & C. M. WARREN,
92 Pearl St. between Vine and Race,
May 19-1* Cincinnati, Ohio.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West,

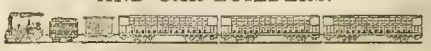
A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.

Apply to J. A. & U. P. JAMES,
No: 167 Walnut st

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIR

No. 64 Second St., one door west of Broadway
†mr10

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
Texas.....1400 " .....Capt. James Lawless,
Perseverance.1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3.....McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

and at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

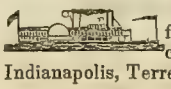
Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to
A. IRWIN, Jr., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin*.... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,—10 casks, just received, and for sale at very low prices.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—200 kegs Shoenberger's and Wheeling Nails.

For sale by TYLER DAVIDSON & CO.,

†mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts., Philadelphia.

Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St., Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

Branch Office, No. 30 West Third St., Cincinnati, Ohio.

Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.

AMBROSE W. THOMPSON, Vice Pres't.

CHARLES G. IMLAY, Sec'y and Treas'r.

PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.

WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce buiness only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

Private Bankers in the United States.

JUST PUBLISHED.

The Merchant's & Banker's Almanac

For 1853.

Containing

I. Calendar & Memoranda of Important Events.

II. List of Banks in the United States. Location; President; Cashier; and Capital of each.

III. List of Private Bankers in ninety cities and towns of the U. S.

IV. List of Private Bankers and Members of the Clearing House, London.

V. List of Private Bankers in Europe, Asia, South America, &c.

VI. List of chartered Banks in London.

VII. New varieties of Gold and Silver Coins—Counterfeit Coins and Bullion.

VIII. Commercial and Exchange Tables of European countries.

IX. Remarks on the great Scarcity of Silver Coin.

X. The London Quarterly Review on the Gold Question.

XI. Law to establish a branch Mint in California.

XII. Gold and Silver.—Their Supply, Production, and Relative Values.

XIII. The Prospective Value of Gold.

XIV. Laws of the United States for the Mint.

XV. Curious Facts relating to Gold.

XVI. Census Returns of the United States.

XVII. Miscellaneous Information.

XVIII. SEVENTY THREE ENGRAVINGS of recent English, French, United States, and South American Gold and Silver Coins.

One Volume Octavo, 180 pages. Price One Dollar. Copies forwarded per mail to order. The trade supplied by

G. P. PUTNAM & Co., New York.

H. W. DERBY, Cincinnati.

J. SMITH HOMANS, New York.

Office Bankers' Magazine, No. 167 Broadway.

SOLID HUB CAR-WHEEL,

Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

HOLLIDAYSBURG, PA., March 7, 1853

We, the subscribers, have been using Kelly & McLanahan's solid hub Car Wheel, manufactured at Gaysport Foundry, Blair Co., Pa., during the past two years, and recommend it as the best chilled, strongest, and most durable wheel used on the Allegheny Portage Railroad; and equal, at least, to any used on any other road.

David Watson, for Pennsylvania and Ohio line Wm. M. Lloyd, for Union line; Henry Lloyc for D. Leech & Co's line; Thomas Bingham, fo Bingham's line; R. M. Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

KELLY & McLANAHAN,

mr24*6 Hollidaysburg, Pa.

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale by

†mr17] GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.
Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
6*mr17

FOR RENT.

BRICK FOUNDRY,

IN COVINGTON, KY.,

ADJOINING the Morrell Works. The moulding room is one hundred feet by seventy, and a finishing shop seventy feet by thirty; three stories high.

MORRELL, SHOEMAKER & Co.,
mr10-tf No 64 Second street.

CINCINNATI TYPE FOUNDRY.
AND
PRINTER'S WAREHOUSE.
L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

PHILADELPHIA

Type and Stereotype Foundry.

THE subscribers would call the attention of Printers to the greatly reduced prices of their present list. They now offer

Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
Brevier	42 "	Diamond . .1	60 "

Determined to spare no expense in making their establishment as perfect as possible, they have recently got up a complete set of justly celebrated SCOTCH-CUT LETTER, from Diamond to English, to which they particularly invite attention.

Having lately made numerous additions to their stock of Fancy Types, Borders, Ornaments, &c., their assortment is now unrivaled in the United States; and their improved methods of casting, and of preparing metal, enable them to furnish orders in a manner to insure satisfaction.

Printing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a printing office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, &c., &c., stereotyped with correctness and despatch.

N. B. Specimen Books will be sent to Printers who wish to make orders.

L. JOHNSON & Co.,
†mr3 No. 6 Sansom street, Philadelphia.

BOOKS.

Railroad and Route Book
FOR THE SOUTH AND WEST.

CONTAINING the hours of departure, fare, stations, and distances upon upwards of

Eighty Railroads.

Also, the towns, distances, and steamboat information relating to

10 Western and Southern Rivers.

With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.

Made up and Corrected Quarterly.

From information obtained directly from head quarters.

Price Fifteen Cents.

The Traveler's Companion.

Being a complete Guide through the

West and South.

Containing, in addition to the

Rail Road and Route Book,

Accurate descriptions of towns, cities, and places of note, on all the principal routes; with historical notes, statistical tables, and much other information useful to travelers. Bound in muslin, price 50 cents.

J. A. & U. P JAMES, Publishers
Nos. 167 and 169 Walnut St., Cincinnati.

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No. 17. CINCINNATI, THURSDAY, JUNE 23, 1853. Vol. 1.

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For Terms and list of Agents, see last column last page.

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the July issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

THE ORIENT AND THE OCCIDENT.

THE WORLD'S COMMERCE THROUGH AMERICA.

The great railroad from the Atlantic to the Pacific, in the United States, is vested with a far greater and grander interest than that which attaches even to the continental longitude of that great work. It is on that work, or rather on half a dozen such great works, that the mightiest flow of commerce the world can ever know will pass. It will be the highway of nations, the movement of mankind between East and West. It will not only be made speedily, but it will hardly be made before others will be required. Where now the buffalo and the Indian roam, will be traversed in every direction by the fiery locomotive, bearing tens of thousands, not only between the Atlantic and Pacific shores of America, but between Europe and Asia. We are aware that this seems to many a mere vision—a dream—but it is a vision, a dream, to which there is an answering reality, a coming history, brighter and prouder than a vision can seem. Of this truth we propose to satisfy our readers, by a reference to important geographical and commercial facts.

1. We propose to trace geographical and practicable routes between Europe and Asia.

2. We propose to show the amount of commerce which exists between those parts of the globe, and its probable augmentation.

3. We propose then, to show that this commerce must, in the main, be done through the United States; and that, with that of the United States, will together make an immense movement through the central parts of the United States.

First. If we divide the earth by a meridian line, through the mouth of Columbia river, and trace it round the globe so as to make two hemispheres, there will be found according to the best authorities, *five hundred and twenty millions* of people on the Pacific side, and *four hundred and thirty millions* on the Atlantic, so that, taken in regard to numbers, there is a vast preponderance of population to be reached from the Pacific coast of America, compared with those on the Atlantic side. Nor is this all. If we pass a meridian through Asia, at a point equi-distant from the longitudes of Liverpool and San Francisco, we shall find that, of the five hundred and twenty millions of people on the Pacific side, three hundred millions are nearer, by geographical lines, to the ports of California and Oregon than to England. Hence, if all routes were equally practicable, (and since the application of steam to locomotion, they must be considered so,) the Western ports of the United States still possess, by their geographical position, a great advantage over those of the Atlantic in Europe, in a competition for the trade of China, of Japan, of Australia, and the numerous and important Islands of the Pacific. If there were no other consideration, it is plain that the greatest part of the Asiatic outward trade is to be carried on with the Western ports of the United States. Already we see the Chinese, with all their exclusive notions, have been willing to leave their own country for the prospect of gain in California; and when they once get a scent of free trade, and join with America, our commerce with them will rapidly enlarge.

If this be true, in regard to the absolute geographical relations of surface, without taking into view the actual roads and channels of navigation, it is much more so when we consider in what way the commerce of both Europe and America has heretofore reached Asia, and in which it must continue to go, unless it crosses North America, and embarks from its Western coast. The old route was by a continuous voyage of sail vessels round the Cape of Good Hope, or Cape Horn, a distance from Europe of more than *sixteen thousand miles*, and consuming from four to six months time. By the recent improvements it is still *thirteen thousand miles* by Panama, including two transhipments. But the fact is, the old route is still the preferred one, and the "clipper ships," are the boast of navigation. From Liverpool to Shanghai is still sixteen thousand miles.—Finally, if we suppose Europeans to seek the trade of China and Japan across the continent of America, their route will still be so much longer than the route for Americans, as the whole distance across the Atlantic. But if we compare them with Americans shipping from San Francisco, the mouth of the Columbia, or the Straits of Fuca, the distance from Liverpool will be *six thousand miles* longer than that to the American merchant! From Cape Flattery, the northern point of Oregon, to Japan, is but little more

than half the distance that it is from Panama to Canton. From New York, by railroad, to the Straits of Fuca, and thence to Japan, may be made in *eighteen days* easily, and there is no other route in the world, by which that can be done.

From these facts, it follows that the American nation, with its growing population, its increasing wealth, and all its immense facilities for trade, lies *nearer to*, and in all respects more accessible to three fourths the people of Asia, and more than one third the people of the earth, than does any commercial city of Europe. The trade of Eastern Asia lies open before us, with advantages to our commerce far beyond the fear of competition with any other people. But this is not all. We believe that the route through America can compete successfully for the Asiatic trade of Europe with any which can be practicably made from England, through Eastern Europe and Western Asia. From London to China and Japan, even by railroads over Europe, and by the way of the Red Sea or the Persian Gulf, the voyage must be near ten thousand miles; while the direct route, over the Atlantic and through America, will be thirteen thousand. But the facilities of trade and navigation, of civilization and safety, are so much in favor of the American way, that they will more than overbalance the difference in distance. The Asiatic trade of Europe, therefore, will go through America certainly, in preference to the voyages by Cape Horn, or the Cape of Good Hope; and, we have reason to believe, in preference to any inland route which can be found through Europe and Asia. Thus, by our geographical position, by the colonization of California and Oregon, and by the power and facilities of our immense and rapidly developing commerce, we command the GATES OF ASIA, not only to the tens of millions—soon to be hundreds of millions—in our country, but to the most commercial nations of Europe, as they flow out and seek trade and intercourse with the oldest and most populous country on the globe. It is through the Pacific ports of the United States, that this Asiatic commerce must find its outlets, and through which it must return an abundant harvest.

Railroads.

GIRARD AND MOBILE RAILROAD.

The citizens of Alabama have been convinced of the fact that railroads are the necessity of the age, and seem to be acting upon that conviction. Mobile is already extending her iron arms to connect, by means of leading thoroughfares, with distant points. By means of the Mobile and Ohio Road, communication will be had directly with St. Louis, Chicago, and the great Northwest generally; the Northern connection, via Nashville, Louisville, and Cincinnati, will open the North and Northeast, via the Lakes; the Girard Road will connect directly with Augusta, Savannah, and the Atlantic, as well as Eastern cities generally—while the proposed road from Mobile to New Orleans will afford an outlet for the immense amount of travel and transportation that must center at Mobile, seeking shipment, either by way of the Gulf, or otherwise.

Of all the roads proposed to terminate at Mobile, none, it seems to us, can be of more importance to that city, than the Girard and Mobile, which, commencing opposite Columbus, Ga.—the termination of extended Eastern connections—passes through the counties of Russell, Pike, Montgomery, Macon, Lowndes, Conecuh, Butler, Baldwin, and Mobile—a distance of — miles—a section of country, too, very much of which is exceedingly fertile, and is now suffering severely for want of transportation facilities to carry off its productions; and which would then make Mobile the depot of its business; thus, in addition to its value as a means of direct eastern communication, *creating* a sufficiency of business of itself, to pay the cost of constructing from the *profits* in a very short time.

The action and means of the Company have heretofore been confined to the eastern portion of the road, commencing at Girard. A distance of some 22½ miles, to Cuthbut, is now under contract, to be ready for the rails in November next. The Company has made application to the city of Mobile for assistance in constructing the road to that point. Several meetings of the citizens have been held, and propositions for loaning the credit of the city to the road made. As yet, nothing definite has been decided upon. The last proposition was as follows: The city to take 10,000 shares of the stock, and execute bonds to the amount of $1,000,000 for the same, payable in twenty-five years, and bearing 6 per cent. interest; said bonds not to be sold *less* than par. The money derived from their sale to be applied exclusively to the road between Mobile and a point in Butler county near Greenville, beginning at Mobile. The location of that portion of the road to be sanctioned by the city authorities; and no bonds to be issued until such location has been thus made and sanctioned.

Our information leads us to think that these terms will be eventually satisfactory, and that the road will be made to Mobile. Should no satisfactory arrangement be made with Mobile, the road will be built from Girard to Greenville, where it will intersect the road from Montgomery to Pensacola, Florida; and all the rich traffic of that portion of Alabama will seek an outlet at Pensacola. But we have little fear on that point. The citizens of Mobile have already shown themselves ready to undertake any enterprise that would be likely to advance the interests of their growing city.

Col. Hardaway, the President of the Company, is very energetic, and is using his best exertions to push forward the completion of the road. Means to quite a large amount have already been secured, and as soon as the matter of the Mobile subscription shall be decided, the entire route will be located.

MAYSVILLE AND BIG SANDY RAILROAD.

We see by our Eastern exchanges that Col. Stevenson, the energetic president of this road, has been in Philadelphia with a view to obtain assistance in the construction of his road.

It affords us much pleasure to perceive that the Maysville and Big Sandy Road was appreciated by the merchants and others assembled at the rooms of the Board of Trade, and that every assistance was afforded Col. Stevenson in putting forward the claims of his road to the attention of the citizens of Philadelphia. Several speeches were made; the merits, capabilities, extensive connections, prospects, &c., of the road were discussed, and a committee of thirteen influential citizens was appointed to solicit individual subscriptions in aid of the road.

This road is considered a legitimate Southwestern extension of the Pennsylvania Central, via the Hempfield, the Marietta, and the Scioto and Hocking Valley Roads, as will appear by the following resolution of the Board of the Pennsylvania Railroad Co., passed 9th inst.:

WHEREAS, Application has been made by the president of the Maysville and Big Sandy Railroad Company to the citizens of Philadelphia for aid, and a request made that the Board of Directors of the Pennsylvania Railroad Company should express an opinion on the subject; and

WHEREAS, In the opinion of this Board, the Maysville and Big Sandy Railroad, now the only link remaining unprovided for to connect Philadelphia with central Kentucky, will secure to Philadelphia an important link with Kentucky and Tennessee by a direct railroad of uniform gauge to be worked in close connection with the Pennsylvania Railroad, by which the revenue of this road will be greatly increased; therefore,

Resolved, That this Board recommend to the citizens of Philadelphia the granting of such aid as will secure the construction of this road, which will be returned to them by increasing the trade and commerce of Philadelphia.

LOGANSPORT AND PEORIA RAILROAD.—Subscriptions in aid of this Road are coming in very rapidly:

The city of Peoria has voted	$100,000
Washington, Tazewell county, individual subscription	50,000
Iriquois county, individual subscription.	38,000
Iriquois county, county subscription, voted 7th inst	50,000

MICHIGAN SOUTHERN RAILROAD.

We notice an article in the *St. Joseph Valley Register*, of the 2d inst., calling our attention to a "*very grave mistake*" made by us in relation to this road. The *Register* says of the *Record:* "After giving the April receipts of the Michigan Southern and Michigan Central Roads, it says that, despite the large amount thereof, 'they *can not afford* signal men upon their roads, or lights upon their engines.' This statement is grossly unjust, so far as the Michigan Southern Road is concerned."

The article in the *Record* was penned just after the occurrence of the terrible sacrifice of lives upon these two roads, and in our own mind, was connected therewith; and a reference to the evidence at the investigation will show the charge as a *general one*, including both roads, correct in the main. Our article upon the accident fully exculpates the Southern Road from the charge of *want of lights*. But the remainder of the charge was true then, *and is still true of both roads.*

The *Register* goes on to say: "The trains of the Michigan Southern, from the lightning train down to the freight, also stop now at every railroad crossing on their route, even in broad daylight, and do not proceed till a man has gone to the junction and signaled that all is right."

And a communication in the same paper, over the signature of EXCURSION, makes the Superintendent of that road say as follows, *italics* and all: "'*We will give up our rights and sacrifice our time to the safety of our passengers.*' Truly magnanimous. It will tell."

Now, we ask: What is it but parsimony, that prevents this Company from placing signal men at their crossings, and thus avoid the necessity of "*giving up their rights, and sacrificing their* (and their passengers') *time?*" Why stop the trains until a man can get off (and on again.) to go and examine the crossing, and signal "all right," at every crossing, when all this could so easily be obviated by a signal man?

We contend that this stopping is unnecessary, uncalled for, and a waste of the *passengers'* time, as well as that of the Company. This is an age of progress; this stopping is behind the age, the more especially, when so uncalled for as on this road. Public opinion should compel *all* roads, and more particularly roads whose stock is selling at from 35 to 45 per cent. above par, as is the stock of this Company, to adopt all necessary precautions against accidents, regardless of expense—and even here we doubt if the loss of time, so *magnanimously sacrificed* in this instance, would not more than repay the services of good and faithful signal men.

We retract the charge of "want of lights" against the Michigan Southern Road, and trust that ere long we shall have the satisfaction—and it would be a satisfaction—of reporting a police upon this road equal to that upon the Hudson River Road.

RAILROAD ACCIDENTS.

The sacrifice of human life upon several recent occasions, to the number of hundreds, upon our railroads, has turned the thoughts of all upon some mode of prevention that may prove efficacious. Numerous laws have been passed, some of them very stringent;—witness those of Connecticut, a summary of which will be found in our columns — but all such laws, we fear, will become nullities, unless the president and directors are held pecuniarily and personally responsible. Unless the employment of good and competent men at remunerative salaries can be made to appear to the directors *cheaper* than to pay for accidents, there can be little hopes of a reform in this matter. They do these things better in England. The London *Times* says:

"The responsibility of railway companies is commencing in right earnest. On the 5th ult., an engine driver and a stoker lost their lives by an accident on the York and North Midland Road. An investigation into the causes of the catastrophe was instituted on the day following, was adjourned for a short period, and was concluded by the verdict of the jury on Tuesday last. This verdict is nothing less than *Manslaughter against the Directors* of the Company; so that now, for the first time, the actual managers of a railway are brought to personal account for the casualties of the line under their control."

"This," says an exchange, "is hitting the nail on the head. If presidents and directors of railroad companies in this country were held accountable in this way for the discharge of their duties, we should have less disposition exhibited on the part of ambitious gentlemen to get at the head of more corporations of this kind than they could properly manage. And we should, in consequence, have fewer horrible accidents to record, such as have lately shocked the community, and bitterly wrung the hearts of thousands."

RAILROAD MEETING.—A meeting was held in Vevay on the 13th, to take into consideration the practicability of building a railroad from Jeffersonville, via Madison, Vevay and Rising Sun, to connect with the Lawrenceburgh and Upper Mississippi Railroad at Lawrenceburgh. Henry McMakin was chairman and Isaac Stevens, Jr., Secretary. The following resolution was adopted:

Resolved, That a portion of the citizens of Vevay will co-operate with any individuals or company between Madison and Jeffersonville, and the citizens of Ohio county, in the enterprise of organizing a company to make and build a railroad from Jeffersonville to Lawrenceburgh, through Vevay.

The meeting adjourned to meet again on Saturday, 18th inst., at 1 o'clock, P. M.

NORTHWESTERN RAILROAD.

We take the following from the Sandusky *Register*, as giving more full particulars of this road than the notice in our columns some numbers back:

There is now every prospect of the rapid prosecution of this road, a work of vast importance to Sandusky and Cleveland, as affording to both cities the most direct route to New York, Philadelphia, and Baltimore.—The Northwestern Railroad Company was fully organized on the 31st ult. Charles G. Sullivan, Esq., of Butler, Penn., was elected President. Edward Warner, Esq., is Chief Engineer of the road. Under his direction, several preliminary lines have already been run, and we are informed that it is now the determination to adopt a shorter line than was at first proposed. The design is to leave the Mahoning Road at New Castle, and, passing through Ebensburgh, strike the Pennsylvania Central Railroad at the tunnel beyond Johnstown. The grades on this route are represented as being no heavier than on the route via Johnstown — in no instance exceeding fifty-five feet to the mile, and in but one or two places reaching that. The heavy grades, moreover, are only for a short distance. Altogether, the route is said to be as favorable as any that could be selected for crossing the Alleghenies in Pennsylvania.

In order that the importance of this enterprise may be more fully understood and appreciated, we would state that the Northwestern Railroad is the shortest connecting link between the railway systems of the Northwest and the eastern slope of the Alleghenies. It is part of a continuous line of railroad of the *same gauge throughout*, extending from Albany and Rock Island on the Upper Mississippi to the Atlantic seaboard.—From Sandusky to New York, the line is direct, and but little distance is lost between it and an air line, which it approaches as nearly as is practicable. The distances are as follows:

	Miles.
From Sandusky to Cleveland (by Junction Road)	59
" Cleveland to New Castle (by Mahoning Road)	86
" New Castle to Penn. R. R. (by Northwestern Road) estimated	120
" Thence to Dauphin, by Penn. R. R.	143
" Sandusky to Dauphin	408
" Dauphin to New York	176
" Sandusky to New York	584
" Dauphin to Philadelphia	114
" Sandusky to Philadelphia	522
" Dauphin to Baltimore	84
" Sandusky to Baltimore	492

The distance from Sandusky to New York by way of the Lake Shore Road and Dunkirk is 669 miles; by way of Buffalo it is 694 miles. By the Mahoning and Northwestern roads, therefore, the distance, as shown, is 85 miles less than by the Dunkirk route, and 110 miles less than by Buffalo.

Besides this, the completion of these new roads opens a direct route to Philadelphia and Baltimore—the distance to Philadelphia being brought down to 522 miles, and that to Baltimore to only 492 miles.

The foregoing figures are derived from a reliable source, and may be depended upon as correct. Comment upon them is unnecessary, for they tell their own story.

RAILWAY ACCIDENTS.

ACTION OF THE LEGISLATURE OF THE STATE OF CONNECTICUT.

The recent tragedy at Norwalk has aroused the law-making power of Connecticut to the adoption of some means of preventing, if possible, a recurrence of similar accidents.—from the Hartford *Courant*, we gather the following summary of the law upon the subject of railway injuries, passed at the present session of the Legislature:

"The committee of the Legislature on Railroad Accidents have reported a bill for a public act 'To prevent injuries and the destruction of life upon railroads and by railroad trains.' This bill demands that passenger trains, as they approach a draw bridge or a crossing of another railroad, shall come to a full stop at not less than five hundred nor more than one thousand feet from such draw or crossing, and in plain sight of the same. The engineer of a train offending against this law is to be punished by fine and imprisonment, and the president and directors who shall knowingly permit it, shall be fined one thousand dollars each.

"No train is to be run over a switch unless there be, near the switch, a man standing with a white flag in the day time, and a white lamp at night. Punishment by fine and imprisonment is the penalty here.

"Every train which intends moving at a greater speed than thirty miles an hour, must have a brakeman at every brake. A breach of this law subjects the corporation to a fine of one thousand dollars.

"All persons are forbidden to walk, stand, sit, or lie upon the track of any railway, under penalty of a fine. The engineer who shall come in sight of any person on the track is required to check the speed of the train, so that he shall be able to stop it before it reaches such person, under the penalty of manslaughter, if the person is killed.

"Persons who are presidents or vice presidents of railways out of the State, can not be eligible to such an office in the State.—The same provision applies also to other executive officers of a railway corporation.—Penalty is one thousand dollars.

"The executive officers of the railroads in the State are required to exercise a watchful supervision over the management of their roads, and if life is lost by reason of the negligence or carelessness of any railway Company, it shall be liable to pay damages not exceeding ten thousand, nor less than one thousand dollars.

"Three railroad commissioners are to be appointed by the General Assembly, who are required, upon the complaint, in writing, under oath, of any person, that the acts of any railroad corporation or its agents are inconsistent with the public safety, to visit such road and inspect all its equipments, arrangements, and regulations, and determine whether its affairs are managed conformably to law. They have power to summon any of the officers, agents, or employees of the road, to answer any questions, and a refusal thus to answer is punished with a fine of one thousand dollars. They have power, likewise, to order repairs upon the roads and bridges where they deem it necessary for the public safety. They can prescribe the employment of additional signals, switchmen, or other officers, and can direct any precautions they may decide upon in the rate of speed or sounding of the whistle.

"Every railway corporation is required within twenty-four hours after the occurrence of any accident which may be attended with serious personal injury, to give notice to these commissioners in writing, who are required to go immediately to the scene of the disaster, and ascertain its facts.

"If such commissioners learn that this act has been violated in any way by the neglect of the corporation or its employees, they shall apply to a Judge of the Superior Court for an injunction to restrain the business of the road, either in whole or in part, and the judge shall issue such injunction if he thinks the public safety requires it, and may appoint agents to manage said road."

On the subject of the NORWALK DISASTER itself, the substance of the report of the committee is as follows: They think that the responsibility did not rest with the engineer, and acquit him of any wilful act. That it was the duty of the Company to have used such means as would have prevented the possibility of an accident. That the signal was insufficient. That the road was constructed too cheaply, the grades are too heavy, the curves too sharp, and that a large outlay is needed to remedy many defects in the original construction. That there has been a want of thorough supervision of the road by its officers, and that the duty of supervising are too great for one man, as at present.

CINCINNATI, PERU AND CHICAGO RAILROAD. An impromptu meeting was held at Rochester, Fulton Co., Ind., on the 1st inst., at which Judge Tyner, of Cambridge City, presided. The action of the meeting is embodied in the following preamble and resolution, viz.:

WHEREAS, We view with no common interest the enthusiasm manifested in favor of the Cincinnati, Peru and Chicago Railroad; and

WHEREAS, The line of said road will pass directly through our county, and Rochester being situated almost directly on an air line, it would necessarily be made a point, and by that means place us within four hours of either of the two great rising cities of the West, viz.: Cincinnati and Chicago; therefore,

Resolved, That we will not only countenance the enterprise, but will render all the aid in our power toward the construction and early completion of this contemplated railroad.

Stock books were opened, and the meeting adjourned.

SCIOTO AND HOCKING VALLEY RAILROAD. This road was recently opened to Oak Hill, thirty miles from Portsmouth. The arrival of the *iron horse* was made the occasion of a grand jubilee, dinner, &c.

The work upon this road is progressing as rapidly as possible, but has been detained by want of chairs for the rails. This cause of delay is now removed, and the work will be pushed forward vigorously. A daily train of passenger cars now runs full, as far as completed.

RAILROADS IN THE SOUTH.

The progress of the railway system in the South is briefly, yet satisfactorily exhibited in the following article, from the Charleston (S. C.) *Mercury:*

Virginia is extending its lines from the seaboard to the Ohio and the Tennessee; on the one hand by the Covington and Ohio Railroad toward Cincinnati, Louisville, Chicago, and St. Louis, and on the other hand by the Virginia and Tennessee Railroad and its connections, toward Knoxville, Chattanooga, Nashville, Memphis, and the whole Southwest. Already its complete roads measure six hundred miles or more.

North Carolina, too, is pressing on toward the West; and forming connections with the great lines of Virginia, by the Roanoke Valley Railroad, and with those of South Carolina by the Central Railroad, uniting with the Charlotte and South Carolina Railroad near the State line; and the Wilmington and Manchester Railroad opens to its chief port the riches that erstwhile have raised Charleston to its lofty position. The completed lines in this State measure two hundred and eighty miles, and those progressing amount to some five hundred miles additional.

In South Carolina and Georgia, from Charleston toward Mobile and New Orleans, and toward Nashville and Memphis, the lines within this State are complete. In the northern part of this State but few places are wanting in railroad accommodation. Soon she will scale the Blue Ridge. Georgia has two lines crossing the State and uniting with the roads of Tennessee and Alabama, and two others are in progress, the one from Savannah to Albany on the Flint river, and the other from Brunswick to Tallahasse and several points in the Southwest portions of the State.

The Atlantic and Gulf Railroad, in Florida, is a grand conception, and will form the highway of a commerce now endangered by the treacherous shoals and rocks of her Southern point. Other railroads will seek her harbors, from Montgomery, from Oglethorpe, and other points north of her Western territorial extension.

LOUISVILLE AND MEMPHIS RAILROAD.—From the Trenton *Banner*, of the 27th ult., we learn that the proposed loan of $200,000, in aid of that portion of this line called the Memphis and Clarksville Road, was defeated in Hayward county, Tenn., by a majority of *three* votes, on Saturday, 21st May.

This will not interfere with the construction of the through line, though it will tend to change the direction. The Commissioners are very busy canvassing the counties, and will locate the road through those sections which subscribe most liberally.

☞ The Mobile *Advertiser* says: We hope the following paragraph may prove correct:

MOBILE AND NEW ORLEANS RAILROAD.—We understand that the entire stock in this road is taken, and that the road will be constructed at an early day. Many of the citizens of the coast have already tendered to the railroad company the right of way gratis.—We suppose the road will be near the coast in its entire length.—*Sea Shore Sentinel.*

JUNCTION, OHIO, RAILROAD.

CONSOLIDATION WITH THE TOLEDO, NORWALK AND CLEVELAND ROAD.

We take the following from the Sandusky City *Mirror*, viz.:

The annual meeting of the stockholders of the Junction Railroad Company was held at Elyria on Wednesday, June 8th. The attendance was large, much interest having been excited by recent intelligence of the design to effect a consolidation with the Norwalk Road.

The proposition to that effect was submitted by Judge Lane, and its principal features are as heretofore stated in the *Mirror*. The plan expressly provides for the speedy construction of the Port Clinton route, crossing Sandusky Bay and passing within fourteen miles of Toledo, directly west, through Perrysburgh and Maumee, to Swanton, in Fulton county, where a connection will be effected with the Southern Michigan Road. The road from Fremont to Fort Wayne is to be undertaken under the charter of the Junction Company, and will be built at the earliest practicable moment. The connection between Sandusky and Fremont will be by the Sandusky and Indiana Road to Clyde, and the Norwalk Road west of that place — the distance being four miles more than by an air line to Fremont. The cost of the respective roads is to be equalized in the adjustment of the consolidated stock. The machine shops and other fixtures necessary for the Junction route, are to be established at Sandusky, while on the southern line, Norwalk is permanently selected as the site of similar structures.— This is a point of much interest to Sandusky, as apprehensions have been expressed that a preference in this respect would be given to Ohio City, or some other point on the line of the Junction Road.

The stockholders passed a resolution in favor of the measure, on the terms and conditions proposed. Messrs. E. B. Litchfield of New York, E. Lane of Sandusky, and C. M. Boalt of Norwalk, were appointed an executive committee, to represent both lines—or as we should style them, a Provisional government of the consolidated Company. The concurrence of the directors of the Norwalk Road in the appointment of these gentlemen is requisite, as we understand the matter.

The following directors were elected for the ensuing year: E. Lane, of Sandusky City, President; E. Dewitt, of Elyria, Treasurer and Secretary; G. W. Reynolds, Maumee City; H. Ely, Elyria; H. B. Dennis and D. P. Rhodes, Ohio City; Earl Bill, C. C. Keech, and F. T. Barney, Sandusky City; G. W. Gordon; J. H. McGruder, Ottawa Co.; E. B. Litchfield and Edward C. Litchfield, New York City.

The consolidation of the two companies is proposed to take effect on the first day of September next — provided the Norwalk directory shall concur in the arrangement. If they decline to do so, the consolidation may be postponed until after the annual meeting of the stockholders, which takes place on the first Monday of January next. What the result will then be scarcely admits of a question, when we consider that of some 19,000 shares of stock—the total of both companies —15,000 are in the hands of Eastern capitalists, who propose the consolidation, and can control all action in the premises.

One feature of the scheme which will attract attention, is the proposition to conduct the Junction Road directly to Perrysburgh and Maumee, with a view to the short line through Northern Indiana, which the Southern Michigan Railroad Company proposes, and will doubtless construct as soon as the route is opened from Sandusky to Swanton. By this means, the necessity of crossing into Michigan will be avoided, and the route to Chicago reduced some forty miles. It was proposed to straighten the line during the ensuing summer, but the sudden death of the President of the Company has interrupted this design. It will be resumed, however, and carried promptly into execution.

Of this movement the Toledo *Commercial Republican* says:

"The abandonment of the line from this city to the crossing, however, is a bad feature, and we can not see how it can prove of any benefit to the consolidationists. Another result to be regretted is the loss to the public of the benefit expected from the competition of these roads. * * * In regard to the interests of Toledo, so far as they are to be effected by this movement, we have no fear. * * * Whether it is desirable to the existing companies to multiply their rivals they can best determine; but they may rest assured that such would be the result of any arrangement adverse to the interests of this city. We have now in our mind several practicable schemes which need only to be agitated, to secure large interests in their favor and ultimately to be carried into execution."

A resolution was offered at the meeting of the Toledo City council, on the evening of the 10th inst., authorizing the Mayor to assign the stock of the city in the Toledo, Norwalk and Cleveland Railroad to Mr. Litchfield, of New York, a director in the Junction Railroad Company. The resolution was lost, and another, directing the Mayor *not* to assign the said stock to Mr. Litchfield, was passed. Mr. Litchfield, it would seem, was bound by his contract to pay the money for the purchase of the stock into the city treasury by the 10th of June, which condition was not complied with, and hence the council held that the contract was forfeited.

The track of the Junction Railroad is now completed between Elyria and Berea, a distance of thirteen miles. The iron horse came into Elyria on Tuesday (7th) creating some sensation among the people, many of whom had seldom or never before witnessed a locomotive. The track-layers, in strong force, are busy west of Elyria putting down iron. The work is now going ahead with energy.

☞ Mr. Holcomb, Chief Engineer of the Savannah and Albany (on Flint river) Railroad Company, states that the completion of the Road to Pensacola will reduce the time of travel between New York and New Orleans to ninety hours, viz.:

New York to Savannah	60	hours.
Savannah to Pensacola	15	"
Pensacola to New Orleans	15	"
Total New York to New Orleans	90	"

IMPORTANT RAILROAD CONNECTIONS.

A meeting of the officers of the Columbus, Piqua and Indiana Railroad Company, and the officers of the Marion and Mississinawa Valley Railroad Company, and the friends and projectors of the railroad from Marion via Peru to Chicago, was held in Marion, Ind., on the 8th and 9th inst., at which the following important arrangements were made:

A permanent connection was entered into, by which the Marion and Mississinawa Valley Railroad Company agrees to complete the road from Union to Marion at the earliest day possible, and the Columbus, Piqua and Indiana Railroad Company agrees to furnish the rolling stock, and to run said road for a term of years. The Company from this place to Peru, and the Company from Peru to Chicago have been dissolved, and a new Company from Marion to Chicago has been formed; the road of which is to be run in like manner by the Columbus, Piqua and Indiana Railroad Company. This gives to the Columbus, Piqua and Indiana Railroad Company the entire running control of the line of railroads from Columbus, O., to Chicago, Ill.— And all these arrangements have been made as preliminary steps to an entire consolidation of the stocks of all the roads from Columbus to Chicago. By this arrangement there will now exist but two companies between Union and Chicago; and the whole railroad interest between the cities of Columbus, O., and Chicago, Ill., has become united as one man in one single enterprise. The whole of this line of roads is fixed on the "*Indiana gauge.*" In fact, when this line of roads shall have been completed there will be one unbroken line of railroads on the same gauge from New York city, via Philadelphia, Harrisburgh, Pittsburgh, Columbus, Piqua, Union, Marion, etc., to Chicago. Along this entire line east of Columbus, we learn that there are already very favorable connections made.—*Marion Journal.*

FOX RIVER VALLEY RAILROAD. — The commissioners of the Fox River Valley Railroad held a meeting at Waukesha and elected as directors for the current year:

W. D. Bacon, H. N. Davis, E. D. Clinton, and M. Newton, Waukesha; E. D. Holton, Milwaukie; P. Forbes and J. H. Conkey, Burlington; R. E. Ela and P. Belden, Rochester; J. C. McKisson and P. Denton, Wheatland; G. Gage and B. W. Raymond, Illinois.

After which the directors selected the following officers: B. W. Raymond, President; E. Enos, Jr., Secretary; P. Forbes, Treasurer. The Board passed the subjoined resolution:

Resolved, That the Chief Engineer, Mr. Smith, cause an immediate survey of the road to be made from Richmond to Waukesha, and report the same to the next meeting of the Board.

GEORGIA AND FLORIDA RAILROAD. — Letters have been received by the Pacific from Mr. Senator Foote, President of the Georgia and Florida Railroad Company, stating that he has negotiated the bonds of the Company at par for railroad iron, which is shipped and now on its way to Georgia.

RAILROAD DECISIONS.

WHITE VS. THE UTICA AND SCHENECTADY RAILROAD.

This was an action brought to restrain the Company from subscribing to the capital of the Great Western Canada Railroad.—The Supreme Court of New York affirmed the order dissolving the injunction, with costs. When a charter is granted to a railroad company, with a reservation authorizing the Legislature to alter, modify, or repeal it, in the discretion of the Legislature, it may authorize the company to subscribe to the stock of a company in Canada, which road would connect indirectly with that of the chartered company, and the company may so subscribe, and no stockholder can, by injunction or otherwise, prevent the subscription.

AN IMPORTANT CASE TO FORWARDERS.

A flour dealer in Boston has recently sued the Vermont and Ogdensburgh Railroads, laying his damages at twenty thousand dollars, for *detention of freight* last fall, at the Ogdensburgh depot.

LIABILITY OF RAILWAY COMPANIES.

An emigrant, Bueno Matthes, has recovered $3,500 from the Pennsylvania Railway Company, at Pittsburgh, for leaving him twenty-two hours in a car without fuel, on an intensely cold day, whereby his feet became frozen, and he was obliged to remain for four weeks at Pittsburgh.

LIABILITY OF RAILROAD COMPANIES.

At Buffalo, New York, on the 16th instant, before the Recorder's Court, Robert Brooks brought an action against the Buffalo and Niagara Falls Railroad Company, for injuries suffered by himself and team while crossing the track. The cars were running between Black Rock village and Buffalo, near the house of Mr. Bird, the Superintendent of the road, and Mr. Brooks was crossing the road with his team, when the cars ran against the team, throwing it off the track, injuring both himself and horses severely. Mr. B. gave testimony to show that the car-bell was not rung, nor the steam-whistle blown. On the part of the defendants, testimony was given to show that it was the universal custom to ring the bell at the spot in question, and that it was rung at the time. The court charged the jury, that if they found from the testimony that the defendants did not ring their bell, they were guilty of negligence, but if the conduct of the plaintiff himself at all contributed to the injury, he could not recover. The jury brought in a verdict in favor of Mr. Brooks, the plaintiff, for $900.

LIABILITIES OF RAILROAD COMPANIES.

We learn from the Romney (Va.) *Intelligencer*, that on the 14th instant, in the Circuit court for that county, Angus W. McDonald obtained a judgment of $40, against the Baltimore and Ohio Railroad, as a penalty for failing to take the plaintiff up at Paddytown, and allow him to travel in the passenger cars. It is stated that several other suits of the same character are pending in that court.

RAILROAD EARNINGS.

BUFFALO AND PENNSYLVANIA STATE LINE RAILROAD.

We are indebted to L. H. Rann, Esq., for the following, viz.:

The earnings of this road for the month of May, 1853, are—

Passengers	$23,391 47
Freight	5,623 45
Other sources	1,150 00
Total	$30,164 92

This is a short line, extending only from Buffalo to the State line of Pennsylvania, a distance of 69 miles.—upon the last 28 of which, however, the passengers and freight of the Erie Road pass to Cleveland, &c.

CLEVELAND AND PITTSBURGH RAILROAD.

The receipts for the month of May were as follows:

For Passengers	$18,731 82
For Freight, Mails, &c	16,622 62
Total	$35,354 44
Receipts for May, 1852	25,322 30
Increase	$10,032 14

LITTLE MIAMI RAILROAD.

The following is a statement of the earnings of this Company for the last nine years:

Year ending	
December 1, 1844	$18,632 26
December 1, 1845	47,327 53
December 1, 1846	116,052 02
December 1, 1847	221,139 52
December 1, 1848	280,085 78
December 1, 1849	321,393 82
December 1, 1850	405,597 24
December 1, 1851	487,845 39
December 1, 1852	526,746 35
The receipts from December 1, 1852, to May 1, 1853, five months, were,	$260,051 27
For same months, year before	172,281 18
Increase in five months	$87,770 09

Regular 10 per cent. dividends upon this road have been paid since 1847, and in 1852, 20 per cent. was paid. The surplus fund now is $98,546.

MILWAUKIE AND LA CROSSE RAILROAD.—The contracts for grading, bridging, and masonry from Milwaukie to Rock river — 50 miles — has been let to responsible parties, who agree to have the road ready for the superstructure by the 1st day of May next.

CONNELLSVILLE RAILROAD.—The bill guaranteeing the bonds of the Pittsburgh and Connellsville Railroad by the State of Pennsylvania, passed the Legislature on the 13th inst.

RAILROADS IN FRANCE.

An exchange, speaking of railroads in France, says: A Paris paper recently published a statement of the number of miles of railroads in operation in France, by which it appears that in the year 1852 there were in operation 27 railroads, whose length was 2,303 miles. The receipts from all these roads in 1852 were $24,735,938, being an increase of $4,733,056 on the receipts of 1851. The increase, however, is to be attributed mostly to the completion or extension of the line of roads in the year 1852. The four railways from which the receipts were largest, during the year 1852, were as follows:

	Miles run.	Receipts.
North, Paris, Boulogne, &c	441	$5,597,535
East, Paris and Strausburg	310¾	3,070,191
Paris and Lyons	237¾	3,353,663
Paris and Rouen	87	1,319,064

The grand average receipts, per mile, on all the roads in 1852, were $10,787.

The average cost for railroads in France, including material, was about $110,000 per mile. The more expensive of the lines were Paris and St. Germain—costing about $392,004 per mile; the Paris and Versailles, (right bank of Seine) costing about $206,000 per mile; the Avignon and Marseilles, costing $215,760 per mile; and the Paris and Rouen, which cost $156,050 per mile. The lines which cost the least are the St. Etienne and Loire, $25,650 per mile; Bordeaux and La Tesse, $34,500 per mile: Montpelier to Cette, $52,784 per mile.

HENDERSON AND PADUCAH RAILROAD.—On the 23d ult., the citizens of Henderson, Ky., held a meeting and appointed a committee to visit Paducah, and consult upon the subject of a railroad between these two points, through Kentucky. A previous meeting had been held in Evansville, Ind., on the subject, and a committee appointed to cooperate with the citizens of Henderson and Paducah. On the arrival of the delegates, a large number of the citizens met at the Court House, and organized by the election of a Chairman and Secretary. Several addresses were made, and the following, among other resolutions, adopted:

Resolved, That we will take into mature consideration the matter proposed, and that we shall be pleased to see the cities of Evansville and Henderson go on and succeed in their noble enterprise.

The meeting then adjourned.

☞ On Thursday, the lightning train (on the Lake Shore Road) ran into a flock of sheep several miles west of this place, making considerable havoc. Quite a number of them were, in a twinkling, exalted high! Of course we quote "mutton and wool" as "firm, with upward tendency." The locomotive caught five of them as they came down, where they remained till the train reached the depot, when two of them jumped off and made themselves scarce before the conductor had time to collect their fare.—The others declining to pay, were put off as "*dead heads!*"—*Grand River Record.*

SAVANNAH AND PENSACOLA RAILROAD.

The Savannah *Journal* says: His Honor, Mayor Wayne, presided at the railroad meeting on the 31st ult., and Mr. J. Bilbo was appointed Secretary. Remarks were made by the Hon. Jas. Wayne, R. R. Cuyler, Esq., Hon. J. W. Jackson, Dr. R. Arnold, and others. After some friendly discussion, the following resolutions, offered by Mr. Bartow, were unanimously passed, when the meeting adjourned:

Resolved, That the citizens of Savannah feel a deep interest in establishing a railroad communication between Savannah and Pensacola, and stand ready to give all aid in their power to such a work.

Resolved, That the route preferred by the citizens of Savannah, west of the river Altamaha, will be direct, but we will be willing to meet the inhabitants of Middle Florida at a fair point on the boundary between Georgia and Florida, and to see the road run through Tallahassee, if at least eight hundred thousand dollars be subscribed in Florida for that purpose.

Resolved, That the Honorable, the Mayor and Aldermen of this city, be and they are hereby requested to employ and instruct Franklin P. Holcombe, Esq., Civil Engineer, to survey the route from the west side of the Altamaha, southeastwardly, to meet the views above expressed, and to make a report by the first day of November next.

Resolved, As the sense of this meeting, that the Corporation of Savannah should agree now to subscribe one million of dollars so soon as the new Company shall be chartered, upon the following conditions:

1. That at least half of one million of dollars be subscribed by other persons. 2. That the City of Savannah shall be repaid out of the first instalment called for, all monies advanced for survey. 3. That the City of Savannah and all other subscribers be allowed interest on all instalments, until the Railroad shall be finished and in operation between Savannah and the station next west of the river Altamaha, at and after the rate of three and a half per cent. per annum.

Resolved, That the subscribers for stock to be taken under the new charter, will meet on Wednesday the 8th day of June, 1853, for the purpose of electing a Provisional Board of President and Directors, to procure subscriptions, and to aid generally in furthering the proposed work; and separately to apply to the Legislature for the necessary charter.

This road will be 350 miles in length, and is estimated to cost $7,000,000. The time between Savannah and the Gulf can then be made, it is said, in seven hours.

Ohio Central Railroad.—The work upon this line between Zanesville and Wheeling is being vigorously pushed forward, and will unquestionably be completed within the contract time. A through line, then, from Cincinnati, via Columbus, Wheeling, and the Baltimore Road, or the Hempfield Road to Philadelphia, will be opened with the East, connecting westwardly, by the numerous roads through Indiana and Illinois, with the Mississippi and Missouri rivers.

BELLEFONTAINE AND DELAWARE R. R.

A large meeting of the friends of this undertaking was held at Bellefontaine on the 14th inst. After several addresses, the following resolutions, among others, were unanimously adopted:

Resolved, That this meeting is favorable to levying a tax of ten thousand dollars on the taxable property of Lake township, in this county, to be applied to the completion of said road.

Resolved, That it is expedient to construct a railroad from Bellefontaine north, in the direction of Fort Wayne, and also by way of Marysville, eastward, by new roads, or by connecting with other roads, and that a committee of five be appointed to examine the subject, prepare an address and devise ways and means of securing these objects.

Resolved, That the charter of the Bellefontaine and Delaware Railroad authorizes a vote of this township for stock in said road, and that the constitution does not repeal the charter nor any part of it.

Some work has already been done upon this road, but to what extent we can not say. It runs in the same direction, and from the same point, as the Bellefontaine and Indiana Road, both also intersecting the Cleveland, Columbus and Cincinnati Road, though at different but not very distant points. The determination to extend the Delaware Road to Lima, in the direction of Fort Wayne, and to Columbus on the east, will probably counterbalance this objection in a great measure. The friends of the road are very sanguine of its success.

Ohio River and Wabash Railroad.—The Indianapolis *Journal* says: A gentleman just from Cincinnati informs us that on Saturday evening last, $400,000 had been subscribed at that city to the stock of the Paducah and Vincennes Railroad, and the amount of cash for the first payment placed to the credit of Judge Ellis, who takes the general direction of this important undertaking, and has his arrangements so far matured that he pledges himself for the completion of the work in two years from January last. We also learn that in consequence of the importance attached to the completion of this great southwestern connection at Cincinnati, the Directory of the Ohio & Miss. R. R. Co. have by vote determined to back up this undertaking with all their credit. Paducah is below the bars of the Ohio, and thence navigation is never impeded by ice. It is the termination of the Mobile road, and will thus be connected with Mobile and New Orleans. The distance by the Railroad from Vincennes to Paducah will be 130 miles. The distance from Indianapolis to Vincennes, on an air line, is 101 miles, making the whole distance from Indianapolis to Paducah 231 miles.

☞ The Sandusky *Commercial Register's* file of the *Record* will be made complete by notifying us what numbers are missing.

WESTERN RAILROAD NEGOTIATIONS.

The money article in the New York *Times* of the 1st, says:

"Mr. Bacon, one of the able negotiators for the Ohio and Mississippi Company, writes us from London, by the Arabia, that his sales are regarded there as the best yet made of new railway obligations. The aggregate amount, of $3,600,000, is a large one, the first price fully equal to par; and the current rate, from second hands, equal to 104 per cent. These facts, Mr. B. remarks, should be taken as evidence of the high estimation of the value of the scheme, rather than attributed to the skill of the negotiators. The way to this ample success was paved by Professor Mitchell, and the eminent American Bankers, George Peabody & Co.

"Among the sales made by Mr. Bacon are $600,000 in the bonds of the Belleville and Illinoistown Road, to connect Belleville with the Ohio and Mississippi line opposite St. Louis, and the latter with Alton, thereby forming a very important connection between St. Louis, Alton, and Chicago, and Terre Haute.

"About 40,000 tons of English and Welch rails have been contracted for on advantageous terms for the Ohio and Mississippi Company, and the Belleville Branch Company. These, and the money obtained, are all that will be required for the roads until they are nearly completed, the stock subscriptions being nearly or quite equal to the remainder of the means required. The Western division will be finished and equipped within eighteen months, and the largest portion of the Eastern within nearly the same period, at all events within twenty-four months.

NEW RAILROAD PROJECT.

We learn from a gentleman who resides at Van Wert, that a new railroad route has been projected, which will commence at the northern terminus of the Twin Creek Railroad, passing through Greenville, Celina, Van Wert, Paulding, &c., and connecting with the Southern Michigan Railroad, at Hillsdale, Mich. A large and enthusiastic meeting was held at Van Wert, on the 28th ult., at which it was determined to push the project through to a speedy completion. A very lively interest is felt by the people all along the route, and they have determined to commence the road this season. This road will make a fine southern outlet for the trade and travel of Michigan, Eastern Indiana, and Northern and Western Ohio. It certainly will have many advantages over every other road in the State—will be of remarkably low grade, easily built, and will be nearly straight, passing through a portion of the finest land in the State, and will open up the resources of the country, and alike benefit vastly the company building the road, and the country through which it will pass. The "right of way" can be easily obtained, and this route will probably have no competition, from the fact that it is a central route between the Toledo and Cincinnati, and the Dayton and Ft. Wayne Roads; and as it will command not only the trade of a considerable portion of Michigan, but also very much of Indiana and Ohio, it will certainly be one of the most profitable and beneficial roads in the State. The work upon this road will, we are assured, be commenced without delay.—*Germantown Emporium.*

WARSAW, ROCK ISLAND & PORT BYRON R. R.

The Directors of the Company organized as the Warsaw and Rockford Railroad Company, met in this city on Thursday, received the report of the Engineer, and determined on the location of the road. The road starts from Warsaw, Illinois, runs along the river to Nauvoo, thereby passing around the Rapids of the Desmoines; thence through Pontoosuc to Rock Island and Port Byron, at the head of the Upper Rapids, and afterward in the direction of Freeport to Fond du Lac. A lateral road, of three or four miles, is to be made to Burlington, Iowa, where a connection will be formed with the Burlington, Knoxville and Peoria Road, now in progress. At Rock Island, a connection will be made with the road now building from that city to Peru and Ottawa, on the Illinois river, giving the two connections with the Atlantic cities by that route.

The road runs from the foot of the Lower Rapids to the head of the Upper Rapids, and furnishes a certainty of the transportation of goods, produce and passengers at those seasons of the year when the Mississippi is too low, or the navigation is impeded by ice, and this at reasonable rates. The entire length of the road from Warsaw to Port Byron is about 130 miles, and it passes over a country which presents no very serious obstructions.—*St. Louis Republican, 4th.*

Western Air Line Railroad Extension. A meeting was held at Wapello, Louisa Co., Iowa, on the 28th May, at which a company was organized to extend the Western Air Line Railroad from New Boston, on the Mississippi, through the State of Iowa, to the mouth of the Platte river. The new company is styled the Philadelphia, Fort Wayne and Platte River Air Line Railroad Company. Allen Hamilton, Esq., of Fort Wayne, (President of the Fort Wayne and Mississippi Railroad) was elected President, and Judge Hanna, of Fort Wayne, one of the Directors. The meeting pledged itself that Louisa Co. should take $100,000 stock; and from the lively interest felt in favor of the work, it is believed that each of the ten counties in Iowa, through which the road runs, will take an equal amount; and if they do, there can be no doubt the road will soon be constructed.

This road, the Western Air Line Road through Illinois, and the Fort Wayne and Mississippi Railroad through Indiana, form an uninterrupted air line from the Platte to Fort Wayne; connecting here with the Ohio and Indiana Railroad to Pittsburgh, Philadelphia, and Baltimore. It is the best and most direct east and west line in the country, and is destined to do an immense business. It will ultimately become the most important and best paying route in the West.—*Fort Wayne Sentinel, June 11th.*

Railroad Speed.—A locomotive dispatched from Laporte, Indiana, to Chicago, for physicians to attend Robert B. Doxtader, Esq., President of the Road, who died at that place, of apoplexy, ran the entire distance and back in one hour and forty minutes. The distance is 58 miles each way, making a speed of 116 miles in 100 minutes. This is fully up, if not superior, to the speed daily attained on the English Great Western Railroad between Paddington and London.

☞ We are gratified to learn that the grading, masonry and bridges of the Syracuse and Binghampton Railroad, are progressing rapidly to completion, and that the whole will be finished at an early day in the coming fall. The directors have wisely determined to purchase the rails immediately.

The Cobb's Gap Railroad, which commences at the coal fields of Scranton and ends at the Water Gap, is advertised for letting, the stock having recently all been subscribed in thirteen minutes after the books were opened in New York; and we are told that if the amount had been two millions more it would all have been taken at once, such is the confidence of capitalists in this great trunk line from Oswego and lake Ontario to New York and Philadelphia. This Cobb's Gap Railroad was the only link wanting to complete the line. The holders of the Syracuse and Binghampton Railroad stock, we think, may safely estimate an increased value of 20 per cent. on their stock, by this prompt movement of the Cobb's Gap Company.—Fears were entertained that this link would be postponed.—*Syracuse Star.*

Bureau Valley Railroad.—Some numbers since, we gave a notice of this road, as resolved upon. We now learn that it has been located. Its northern terminus is upon the Rock Island Road, some three miles west of Hennepin; it passes through the towns of Henry, Chillicothe, and Rome, to Peoria, its southern terminus—all on the Illinois river. Its length will be 47 miles, over a country peculiarly favorable for railroad purposes, as well as rich in products to supply railroad traffic.

Peoria has taken some $50,000 of the stock of this road, and enough more has been taken by individuals along the line, to make the amount $130,000, leaving a deficit of only $100,000 to insure the putting of the road under contract to responsible parties, now ready to undertake the road.

Junction Indiana Railroad.—The Indiana *State Journal* says: Within the last ten days subscriptions to the amount of $53,500 have been made to the stock of this company. These subscriptions, together with those heretofore made, render the construction of this road no longer a matter of doubt. That portion of the road lying between Hamilton, O., and the Indiana State Line, will be ready to let to contractors in a few days. That portion between the State Line and Connersville is already under contract, and is fast progressing. That portion between Connersville and this city, by way of Rushville, will be prepared for letting at the earliest possible time.

☞ The request of that spicy sheet, the Buffalo *Rough Notes*, has been complied with. Happy to accommodate. The offer of the Commercial Editor is thankfully accepted, and will be reciprocated upon the first opportunity.

Belleville and Illinoistown Railroad. An election for directors of the Belleville and Illinoistown Railroad was held in the city of Belleville on the 6th inst., when the following gentlemen were elected, viz.: Jas. L. D. Morrison, Samuel B. Chandler, Edward Wyman, William W. Roman, Jas. W. Hughes, Edward Abend, Frederick Von Schrader, Alexander Kayser, Joseph Meyers, Conrad Bornman, Joseph Kirkpatrick, Saml. Stookey, Lewis B. Parsons, Charles Kellogg, and T. A. Harrison.

Col. J. L. D. Morrison was re-elected President of the Company, James Mitchell, Treasurer, and T. J. Krafft, Secretary.

The Twenty-First Anniversary of the New Jersey Railroad Company was celebrated at Newark on the 4th inst. The report of the able Vice President, Jno. P. Jackson, Esq., was read and referred to a committee, who reported favorably upon it. The following resolution was also adopted, viz:

Resolved, That a committee be appointed to prepare a proper testimonial to be presented to Gen. J. S. Darcy and J. P. Jackson, Esq., expressive of the feelings and views of the stockholders of the N. J. R. R. & T. Co., for their most valuable and untiring services.

An election for Directors was then held, and the meeting closed by a sumptuous dinner.

Terre Haute and Alton Railroad — Election of Directors.—The annual meeting of the stockholders of the Terre Haute and Alton Railroad was held in Charleston, Coles county, for the purpose of electing directors for the ensuing year. The election resulted as follows: S. Ryder and W. McBride, Alton; P. C. Huggins, Macoupin Co.; Isaac Sanford, Edgar Co.; Hezekiah Ashmore, Coles Co.; John S. Hayward, Montgomery Co.; and Edwin C. Litchfield, E. B. Litchfield, John W. Jervis, Thomas C. Durant, John Stryker, and Henry Ten Eyck, of New York.

Immediately afterward the meeting adjourned *sine die.*

Allegheny Valley Railroad.—We learn that 42 miles of this road, between Pittsburgh and Kittaning, are now under contract and being pushed forward vigorously. The terminus of the road at the New York State line has not yet been decided upon. The decision is looked for within the present month, when the whole line will be put under contract.

Ohio and Mississippi Railroad. — We are informed by Major Whittle, that the last month's estimate amounts to $18,906, an increase of one hundred per cent. over the preceding month; $6,000 of which amount is paid out in Richland county. Messrs. Darling & Harmon's estimate being the largest. *Olney Republican.*

FIRST RAILROAD IN SOUTH AMERICA.—A railroad has lately been put in operation in Chili, the first one ever built in South America, and its success seems to be complete. It runs from Valparaiso to Copiapo, a distance of fifty miles, and cost but $1,300,000.

The business of the road for the month of February was $40,000, and the expenses are stated to be only 33 per cent. of the income. It carries freight at $10 per ton for the whole length, and first class passengers at $4.30. It is managed principally by Americans, who, since our trade has increased so much on the Pacific coast, are now numerous in Chili.

NEW YORK AND ERIE RAILROAD.—B. Loder, Esq., has resigned the Presidency of this road. J. Homer Ramsdell, of Newburgh, has been elected in his place, and Mr McAlpine has been elected to fill the vacancy in the Board, and will act as Vice President. Mr. Ramsdell has a salary of $10,000 a year.

☞The Joliet *True Democrat*, of the 26th ult., says that a corps of engineers have commenced locating a railroad on an air line from that city to Laporte, Ind., and thinks the road will be put under contract before fall. Joliet will soon be emphatically a "Railroad City."

FAIR PLAY.—Will the Indiana *State Sentinel* give the proper credit for the article on *The Debt and Credit of the Country*, which appeared in its columns without any acknowledgment?

CONNELLSVILLE RAILROAD.—We learn from the Pittsburgh *Gazette* that the borough of West Newton has subscribed $30,000 to the stock of the road, and the borough of McKeesport $100,000.

Miscellaneous.

TELEGRAPH FROM LONDON TO CALCUTTA AND CANTON.

A letter dated at Genoa, April 5th, to the Newark *Advertiser*, gives the following account of a grand telegraphic enterprise, which is to unite the extreme limits of two continents, Asia and Europe:

Among the fruits of the present truce in Europe, may be signalized the projected line of telegraph from London to Calcutta and Canton. The great work is already commenced, and the line has been actually made from London to this city. The government of this country has also just entered into a contract with Mr. John Brett, who represents a large company of British capitalists—the same which carried the line across the English Channel—for carrying it on the main land at Spezia to the further extremity of the Island of Sardinia, in the midst of the Mediterranean; and France will see that it is continued thence to the province of Algiers, on the coast of Africa. The interest that England has in its continuance to her rich possessions in the East is obvious enough, without specification.

The company has engaged to have the line completed within eighteen months at its own risk and expense, and the government gives it a monopoly for fifty years, when it will become the property of the State. The cost is estimated at $600,000. It is provided, among the details of the contract, that the government shall have the free use of the line for its despatches, and a certain small interest in the income of the business, for which it guarantees to the company an interest of five per cent. on the capital or cost of the work.—The price of all despatches is fixed at fifty cents for twenty words.

The whole line from Spezia, the nearest point of the main land to the termination on the Island, (port of Cagliari) will be 414 miles, of which 88 will be under water, and 331 over land, (including the intermediate French Island of Corsica) thus:

From Spezia to Corsica	78 miles.
Across Corsica	126 "
Across the Straits of Bonifacio	7 "
Across Island Sardinia	203 "
Total	414 miles.

Thus you see that within eighteen months we are to have the benefit of a telegraphic line from London to the very bosom of the Mediterranean. France, it is understood, will bear her share in the work on the Island of Corsica. The distance between Constantinople, Algiers, Egypt, the Islands of the Sea, distant India and China, and the seats of European civilization and commerce, for all purposes of correspondence, will thus be greatly diminished, which will be a great achievement, even if the projected work should go no further. But it will not stop there, unless the course of things be unfortunately changed by war.

☞A correspondent of the *Courier des Etats Unis*, gives the following statement of the steam Marine of New York:

17 Trans-atlantic Steamers, making voyages to Europe, and measuring, tons	37,662
15 Ocean Steamers intended for service to California and the West Indies, tons	30,000
One Steamer doing the West Indian business, tons	800
19 large coasting Steamers	17,112
Total 52 Steamers, measuring	85,574

If we add to this sum total the Pacific steamers, which are in direct communication with the California steamers above mentioned, the sum total is augmented by 21 vessels of 29,436 aggregate burden. And this last figure, let us repeat, would be much more considerable, were it not for the recent disasters which have befallen navigation in the Pacific.

But, even if we strictly confine ourselves to those vessels which make New York a point of entry and departure, we feel bound to acknowledge that they form a truly important fleet. Many States would deem themselves fortunate if they possessed for commerce and defense, a steam navy equal to that of the *Empire City*.

HISTORY OF THE APPLICATION OF STEAM TO MECHANICAL PURPOSES.

From *Hunt's Magazine* we gather the following brief history of this important agent in mechanical pursuits:

About 280 years B. C., Hero, of Alexander, formed a toy which exhibited some of the powers of steam, and was moved by its power.

A. D. 450, Anthemius, an architect, arranged several cauldrons of water, each covered with the wide bottom of a leathern tube, which rose to a narrow top, with pipes extended to the rafters of an adjoining building. A fire was kindled beneath the cauldrons, and the house was shaken by the efforts of the steam ascending the tubes. This is the first notice of the power of steam recorded.

In 1543, June 17, Blasco D. Garoy tried a steamboat of 200 tons with tolerable success at Barcelona, Spain. It consisted of a cauldron of boiling water, and a movable wheel on each side of the ship. It was laid aside as impracticable. A present, however, was made to Garoy.

In 1650, the first railroad was constructed at New-castle-on-Tyne.

The first idea of a steam-engine in England was in the Marquis of Worcester's "History of Inventions," A. D. 1663.

In 1710, Newcomen made the first steam-engine in England.

In 1718, patents were granted to Savary for the first application of the steam-engine.

In 1764, James Watt made the first perfect steam-engine in England.

In 1776, Jonathan Hulls set forth the idea of steam navigation.

In 1778, Thomas Paine first proposed this application in America.

In 1781, Marquis Jouffroy constructed a steamboat on the Saone.

In 1785, two Americans published a work on it.

In 1789, William Symington made a voyage in one on the Forth and Clyde Canal.

In 1802, this experiment was repeated.

In 1782, Ramsey propelled a boat by steam at New York.

In 1787, John Fitch, of Philadelphia, navigated a boat by a steam-engine on the Delaware.

In 1793, Robert Fulton first began to apply his attention to steam.

In 1793, Oliver Evans, a native of Philadelphia, constructed a locomotive steam-engine to travel on a turnpike road.

The first steam vessel that crossed the Atlantic was the Savannah, in the month of June, 1819, from Charleston to Liverpool.

And now, to attempt to enumerate the various purposes to which steam has been successfully applied, would be an almost endless task. Its workings are familiar to all.

☞The Grand Jury of Allegheny county, Pa., have recommended a county subscription of half a million of dollars to the Pittsburgh and Steubenville Railroad Company.

☞The first railway in Asia was opened at Bombay amid a vast concourse of people, and unprecedented rejoicings, on the 16th of April.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	103	105
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	97	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	105	107
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	95	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	99	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	102	105
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	107	108
Do Southern	1st " " "	7	1860	103	104
Milwaukie and Mississippi	1st " " 1857	8	1862	101	104
New Albany and Salem	" on 1st section	10	1858–62	108	109
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	118
Do do	2d " convertible	7	1859	109	110
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	99	100
Do do	" " 1862	7	1862	101	102
Northern Indiana	1st mortgage, not convertible	7	1860	104	105
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section	7	1861	104	106
Do	1st " " east "	7	1864	104	105
Ohio and Indiana	1st " "	7	1867	97	100
Ohio and Pennsylvania	" "	7	1865–6	109	111
Do do	Income. No mortgage, convertible	7	1872	102	103
Panama	1st mortgage, convertible	7	1866	122	125
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	100	105
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	98
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	72	73
Bellefontaine and Indiana	50	103	105
Chicago and Rock Island		95	96
Cincinnati Hamilton and Dayton	100	114	115
Cin. Wilmington and Zanesville	100	60	80
Cleveland, Columbus and Cin	100	130	132
Cleveland, Painesville and Ashtabula.	100	140	145
Cleveland and Pittsburgh	50	102	103
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	114	115
Covington and Lexington	50	72	74
Dayton and Michigan	50	50	65
Dayton and Western	50	85	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100		132
Hillsboro' and Cincinnati	50	70	73
Illinois Central	100	130	135
Indiana Central	50	88	90
Do do 10 per cent	50	90	93
Indianapolis and Bellefontaine	25	98	101
Indianapolis and Lafayette	50	75	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	92	95
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	120	121
Louisville and Frankfort			
Louisville and Nashville	100		
Macon, Georgia		106	108
Mad River and Lake Erie	50	93	96
Madison and Indianapolis		101	102
Marietta and Cincinnati	50	55	70
Maysville and Lexington		60	75
Michigan Central		117	118
Michigan Southern		140	142
New Albany and Salem	50	65	70
New York and Erie	100	87	88
Northern Indiana		140	142
Ohio Central	50	95	100
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		90	100
Panama		120	121
Pennsylvania	50	98	100
Peru and Indianapolis	25	67	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveland		115	120

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	107	108
Do	6	1862	115	116
Do	6	1867	120	121
Do	6	1868	120	121
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "		1868	121	122
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	110	111
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	90	92
Do Interest do		....	60	62
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	32	35
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	109	110
Do 15 years	6	....	105	107
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	103	104
Do	6	1860	109	110
Do	6	1870	114	115
Do	6	1875	116	118
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	95	96
Virginia Coupons	6	1886	106	108

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1872	94	96
Baltimore	6	1870–90	108	109
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	103	104
Do	5	1884	86	87
Do W. W	6	1865	102¾	103¾
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	96	97
Do coupons		1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	107	108
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	114	116
Northern, and Branches	116	118
Southern, and Branches	103	106
Bank of Louisville	115	116
Kentucky Trust Co	101	102
Farmers' Bank of Kentucky	106	107
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	98	100
Planters'	97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼prem	½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 00	@	16 25
Patriot Doubloons	15 65	@	15 80
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00½	@	1 01
American gold, old	1 05	@	1 06½
Portuguese gold	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97½

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, June 18, 1853.

1	Bond for	$500 of Whitewater Canal, dated Nov. 18, 1843; int. paid to Jan. 1, 1846, per cent	17
1	Share	Peach Orchard Coal Company, $40 paid in, $60 more to pay, bid, share	5 00
10	"	Kentucky Trust Co. Bank stock	101 12½
5	"	Central Indiana Railroad Co., 10 per cent. stock	90 50
2	"	Central Indiana 10 per cent. Railroad stock, bid	92 00
11	"	Cincinnati, Hamilton and Dayton R. R. stock, bid	114 87½
50	"	Peru & Indianapolis R. R. stock, int. to purchaser, bid	69 00
75	"	Dayton & Michigan Railroad Co. stock	passed.
20	"	Cincinnati, Cambridge and Chicago Short Line Railroad stock	no bid.
20	"	Covington and Lexington Railroad Company, amounting to $1000, on $700 of which there is interest due from the 26th of May, 1851; int. to purchaser	79 87½
50	"	Indianapolis and Bellefontaine Railroad stock, bid	96 50
5	"	Peru and Indianapolis Railroad stock	65 25
20	"	Covington and Lexington Railroad Company stock, with 8 to 9 months interest to purchaser	77 12½
8	"	Hamilton and Eaton Railroad stock,	72 25
2	"	Hillsboro' and Cincinnati Railroad stock, int. to purchaser	72 00

Wednesday, June 22, 1853.

1	Bond of	$500 of the White Water Canal	18 00
10	Shares	Kentucky Trust Co. Bank stock, bid	100 87½
10	"	do do do do	101 37½
3	"	Terre Haute and Richmond Railroad Co. stock, bid	102 00
125	"	Dayton and Michigan Railroad Co. stock	passed.
60	"	Covington & Lexington Railroad Co. and interest from August 20, 1852; int. to purchaser	77 62½
25	"	Covington and Lexington Railroad Company stock	75 50
19	"	Do do do do 8 months interest to purchaser	77 50
100	"	Peru and Indianapolis Railroad stock, with interest from Jan. 3, 1853	68 00
300	"	Do do do do with near 11 months interest, bid	69 37½
50	"	Central Indiana Railroad Company 10 per cent. stock	passed.
100	"	Little Miami Railroad stock, bid	118 25
25	"	Cincinnati, Hamilton and Dayton R. R. stock	114 75
25	"	Do do do	114 50
2	"	Hillsboro' Railroad stock, bid	67 00
10	"	Do do do	69 25
19	"	Scioto and Hocking Valley Railroad stock	no bid.
100	"	Eaton and Hamilton Railroad stock, bid	71 00
10	"	Covington and Lexington Railroad stock, 6 months int. to purchaser	76 00

MONETARY.

At the East, we have no change to note from our last quotations.

Money still continues plenty at from 5 to 7 per cent.; but little is offering at the Banks, which find difficulty in using their funds.

Heavy balances are accruing in New York, and capitalists seem inclined to hold their means subject to immediate control. Business generally presents a healthy appearance. The indications are that this state of plenty will continue till fall, without material change.

Stocks are firm, particularly Government securities.

Foreign Exchange is dull at 109½ to 109¾.

The Illinois Central Railroad Company has awarded the the loan of $3,000,000, from par up to 105½. The bids for the stock reached $4,960,000. Much of the offer was on foreign account.

At the West, we have no change in the Money Market to note. The supply is fully adequate to the demand, which is moderate. Out of door range from 9 to 12 per cent.

Eastern Exchange presents no change; on New Orleans there has been a slight advance.

In stocks there has been but little movement. Our Table will show a slight alteration. Little Miami we quote 120 to 121; Cincinnati, Hamilton and Dayton 114 to 115; Michigan Southern 140 to 142, being a decline, which causes no surprise, however, as the recent rise was based upon the expectation of the construction of the straight line by this Company, in which case the holders of stock would be entitled to the *new stock* at par; Mad River and Lake Erie has advanced to 93 offered, 96 asked.

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Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

ENGRAVERS, &c.

ONKEN'S
Lithographic Establishment,
CINCINNATI.
Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.
Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.
Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
tmrg

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.
Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.
All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.
Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.
Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

General Map Establishment,
No. 3 College Hall, Walnut Street,
CINCINNATI.
E. MENDENHALL,
MAP, BOOK, & PRINT SELLER,
Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

Rawdon, Wright, Hatch & Edson,
Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
Constantly on hand, Bank Note Paper, made to order of a superior quality.
The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
†mr3



ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

NEW WORKS

ON CIVIL ENGINEERING.

The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

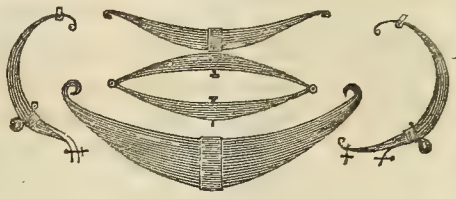
A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by
WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.
MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to
McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FOR SALE.

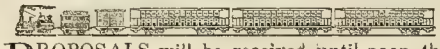
A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000—will be sold for $1500. For further particulars inquire of
J. A. & U. P. JAMES,
No. 167 Walnut Street.

RAILROADS.

NOTICE TO CONTRACTORS.



PROPOSALS will be received until noon, the 20th of June, for the graduation and masonry of the Franklin and Warren Railroad, extending from a point on the eastern State line of Ohio, in the county of Trumbull, to Ashland, Ashland county, Ohio, a distance of about 100 miles.

The line will be ready for examination June 13th. For particulars apply at the Engineer's Office, Franklin, Portage county, Ohio.

The remaining distance of the road, extending from Ashland to Dayton or Marysville, will be ready in a short time.

M. KENT, President of F. & W. R. R.
SAM'L H. KNEASS, Chief Eng'r.
Franklin, May 19, 1853.—je2-3t.

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by
MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street.

NOTICE TO CONTRACTORS.



MARIETTA AND CINCINNATI R. R.

LETTINGS OF EASTERN AND WESTERN DIVISION.

PROPOSALS will be received up to the 12th of July, at the Engineer's Office in Marietta, for the Graduation, Masonry, &c., of the 7th and 8th Divisions of this Road, extending from Marietta to Zane's Island, opposite to the City of Wheeling.

The line will be divided into about one mile sections, on some of which there will be heavy Masonry, and other work worthy the notice of the most responsible contractors.

Plans, Profiles, and Specifications will be ready for examination at Marietta, and on the line of the 8th Division, near Wheeling, on and after July the 4th.

Proposals will be received at the same time and place for the construction of about twenty miles, being that portion of the road between Blanchester and Milford, fourteen miles out of Cincinnati on the Little Miami Railroad.

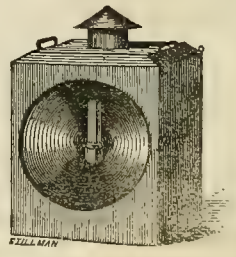
Plans, Profiles, and Specifications for this Division will be ready for examination at the Engineer's Office, in the Manchester Building, Third Street, Cincinnati, on and after the first day of July.

The line of the road from Marietta and Belpre to Blanchester, being already under contract, and well advanced in construction; the work now offered forms the only remaining link to complete the connection from Cincinnati to Philadelphia, by way of the Pennsylvania Railroad.

Recent subscriptions of $1,150,000 by the Pennsylvania Railroad Co., the city of Wheeling, and individuals, to the capital stock of the Company, will insure the prompt completion of this great work from Cincinnati to Wheeling.

WM. P. CUTLER, Pres't.
A. KENNEDY, Engineer.
Marietta, May 30, 1853.—je9-5t

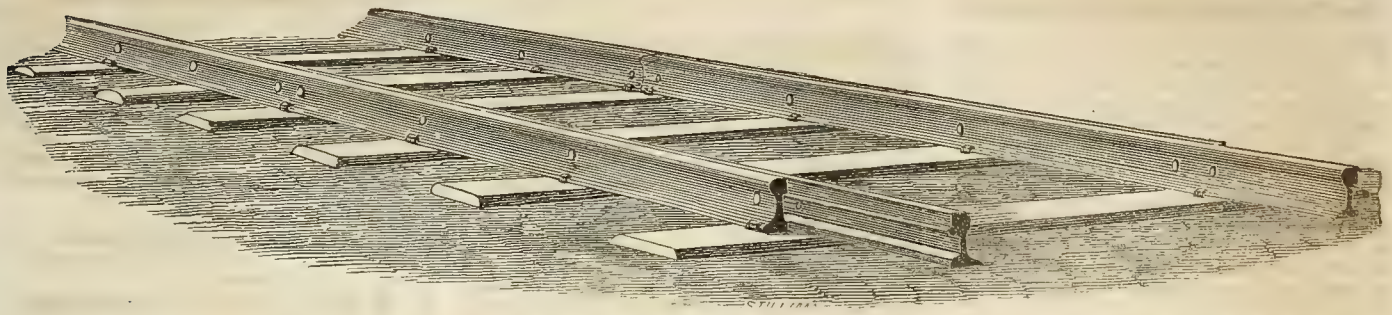
LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

ROBERT MAC LEOD,
Chief Engineer.

M'Connelsville, June 4, 1853. jel6w5

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

Cincinnati, Hamilton & Dayton R. R.

WINTER ARRANGEMENT.

ON and after TUESDAY, February 1st, and until further notice, Passenger trains will run as follows:

From the Sixth Street Depot, Cincinnati—

Leave at 7.30 A. M., arrive at Dayton 10 A. M.
" 1.30 P. M., " " 4.10 P. M.
" 4 P. M., " " 6.30 P. M.

From the Passenger Station, Main St., Dayton,

Leave at 7.30 A. M., arrive at Cincinnati 10 A. M.
" 5 P. M., " " 7.30 P. M.
" 8 P. M., " " 10 P. M.

Connecting at Points as follows:

The 7.30 Train from Cincinnati connects at Hamilton, 8.32, with Eaton and Hamilton Railroad to Eaton—thence by stage to Richmond, Cambridge, etc.—also, at Hamilton with stages for Oxford, College Corner, Liberty, Connersville, and Rushville.

At Dayton, 10 A. M., with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points—also at Dayton with Greenville and Miami Railroad to Greenville, and with stages to Troy, Piqua, Fort Wayne, St. Marys. etc.

The 1.30 and 4 P. M. trains from Cincinnati connect at Hamilton with Eaton and Hamilton Railroad at Dayton, with Greenville and Miami Railroad to Greenville, thence by early train next morning to Union, there connecting with Indianapolis and Bellefontaine Road to Indianapolis, arriving there at 10.30 A. M., and to Terre Haute and Lafayette the same evening.

The 7.30 train from Dayton connects at Hamilton, 9 A. M., with Eaton and Hamilton Road.

The 5 P. M. train from Dayton connects at that place with Mad River and Lake Erie train from Sandusky and intermediate points, and with stages from Troy, Piqua, &c. Also at Hamilton, 6.30 P. M., with Eaton and Hamilton Road.

The 8 P. M. train from Dayton will stop only at Middletown and Hamilton. It connects at Dayton with Greenville and Miami train. Passengers that leave Terre Haute and Lafayette at 7 A. M., and Indianapolis at 1 P. M., are brought through to Cincinnati the same evening by the train.

Omnibus Lines at Carlisle connect both upward and downward trains with Franklin, Germantown, and Springboro'.

Freight Trains leave Cincinnati for Eaton at 12.30 P. M.

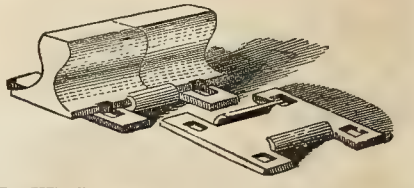
Leave Cincinnati for Dayton at 1.15 P. M
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 A. M

FARE—To Hamilton	$0 60
Dayton	1 50
Indianapolis	4 50
Springfield	2 00
Urbana	2 30
Terre Haute	6 50
Sandusky	4 75
Greenville	2 50
Lafayette	6 50

For tickets apply to WM. LATHAM, at the Ticket Office, west corner Front street and Broadway, or at the Sixth Street Depot. Passengers will be called for at any part of the city, by leaving their address at the Ticket office, corner of Broadway and Front Streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

HENRY O. AMES,
6*mr3 Superintendent.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Notice to Railroad Contractors.



PROPOSALS for Grading, Masonry, and Bridging of the Western Division of the Covington and Ohio Railroad will be received at the office of the Engineer at Guyandotte, Cabell county, Virginia, between the 20th and 30th of June next.

They will embrace about 45 mile sections with bridges over Twelve Pole, Guyandotte, and Mud rivers.

Also, between the 1st and 15th of July next, proposals will be received at Covington, Virginia, for the Grading, Bridging, and Masonry of that portion of the Eastern Division lying between the town of Covington and Hayne's farm, on Jackson river; a distance of 10 or 11 miles of very heavy work, including much heavy retaining wall, two large bridges over Jackson's river, and probably two tunnels.

The successful bids will be declared as soon as practicable after the 15th of July. Contractors will be required to commence the work at once, and finish within a year. Plans and Specifications will be ready between the 20th and 30th of June —names of securities must be given in the bid.

By order of the Board of Public Works.

CHAS. B. SHAW,
Chief Engineer of C. & O. R. R. Co.,
je9–1½* Lewisburg, Va.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

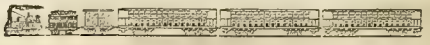
A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

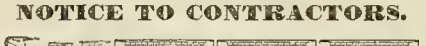
Notice to Railroad Contractors AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

STEAM ENGINE BOILER FOR SALE.

ONE sixteen feet, two 10 inch flue boiler, in good order, with guage cocks, &c.

Apply to J. A. & U. P. JAMES,
No. 167 Walnut st

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIR

No. 64 Second St., one door west of Broadway
†mr10

STEAMBOATS.

NEW ORLEANS AND TEXAS U. S. MAIL LINE

LOW PRESSURE STEAM SHIPS.

Louisiana	1300 tons		Capt. J. Smith.
Mexico	1200	"	Capt. H. Place.
Texas	1400	"	Capt. James Lawless,
Perseverance	1000	"	Capt. Thos. Forbes.
Yacht	500	"	Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3.....McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;

Cincinnati,	" Kountz,	"	Saturday;
Brilliant,	" Grace,	"	Sunday;
Pittsburgh,	" Campbell,	"	Monday;
Messenger,	" Klinefelter,	"	Tuesday.

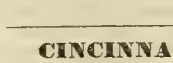
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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the July issue of

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Containing information relative to all the principal

Railroads, Rivers, &c. &c.

Notice to Railroad Companies.—Those Companies who desire that we should give early and accurate information of their movements, are requested to furnish us with *authentic data*. Newspaper reports are not always reliable, and are generally deficient in some of the most important particulars.

LAKE SUPERIOR COPPER MINES.

Though we have indubitable evidence that the discovery of these mines was made years and years ago, it is only since 1841 that they have become known to us—and it is still more recently that their immense extent has been ascertained, and the requisite means taken to make them available.

The earlier mining efforts, owing to the drawbacks incident to a new enterprise, and the inexperience of the first companies, even as late as 1844–5, were unsuccessful, not yielding sufficient to repay the original outlay; yet, fortunately, with the untiring energy inherent in the American character, these first efforts, though enfeebled, were not allowed to die away entirely, but were prosecuted with varied success until the result has been to amply repay the working; and such is the purity of the metal of this region, that it is capable of bearing a heavy tax in the way of transportation to distant markets.

The checkered results of the mining operations from 1845 to 1850, became as landmarks to warn new undertakings, and enable them to be commenced upon a more solid basis. In 1850–51, there were 23 companies in operation, with a capital of $618,960, producing copper to the amount of $386,960. Since that time, however, some have ceased operations, and new ones commenced.

From *Hunt's Merchant's Magazine* we quote the following list, as containing, up to March, 1853, all the principal

LAKE SUPERIOR MINING SHARES.

Companies.	No. of Shares.	Paid in.	Present Price.
Boston and Pittsb'g Co.	6,000	$18.50	$185
Minnesota	3,000	22.00	205
Copper Falls	10,000	8.00	55
Northwest	10,000	15.00	25
North American	10,000	17.00	65
Northwestern	10,000	8.00	17
Norwich	20,000	3,00	7½
Forest	10,000	8.00	23
Dana	10,000	1.00	3
Native Copper	5,000	1.50	
Toltec	20,000	2.00	14
Douglass Houghton	10,000	5.00	6
Phœnix	10,000	7.00	12
Winthrop	10,000	75	3
Iron City	10,000	2.50	1
National	10,000	2.00	21
Ohio Trap Rock	10,000	5.00	12
Windsor	20,000	1.00	3
Flint Steel	10,000	50	5
Isle Royale	10,000	1.00	10

In addition to those enumerated in this list, there are several of which we have no report, among which we name *The Ridge*, *Bohemian Farm*, *Portage*, *Waterbury*, and *New York and Michigan*, being 29 in all, now in operation.

From an examination, it would seem that the whole amount paid in on the twenty most prominent Mines of the Lake Superior Copper Region, enumerated above, is equal to $1,122,000. The total value of these Mines, at the present price of the stocks, is equal to $3,760,000. The amount of copper received from all the mines, up to the opening of navigation in 1853, is estimated at 10,400 tons, equal in value to $3,000,000.

The General Government, fully appreciating the value of this section of the Union, and being desirous of aiding its development, made a donation of 750,000 acres of land to the State of Michigan, for the purpose of constructing a canal around the Sault Ste Marie. The State made a contract with E. Corning, Esq., and associates, to build this canal for the 750,000 acres of land; and under the direction of such men, it will not be long ere the copper of Lake Superior will find its way to the Atlantic shore at New York, upward of 1300 miles, by means of uninterrupted water communication.

Recent reports from these mines give the most flattering account of the yield of ore, which has had a tendency to make Mining Shares somewhat of favorites at the Stock Board in New York and Boston.

Masses of copper are taken out weighing thousands of pounds—one of 2,200 lbs. being ready to be sent to the Crystal Palace, as a specimen of American productions. The average value of the ore is $700 per ton; and when it is considered that upward of 2000 tons are now being shipped, or awaiting shipment, some faint idea can be formed of what the prospective yield will hereafter be.

The consumption of copper is immense, and is continually increasing, and must necessarily increase with the increase of population. Our supplies hitherto have come from abroad, but such is now the extent of the copper mines of our country, not only in the Lake Superior region, but in the Carolinas and Tennessee, that from an importing country, we shall soon become a largely exporting one, in this article.

In no other mines in the world, is the yield so great, the copper found in such masses, and the ore so pure, as in the Lake Superior

region. In the *North American Mine* one mass had been followed between 30 and 40 feet, and *no bottom or top* has yet been found. Several *small* masses of 1500 lbs. weight have been taken from the *Farm Mine*. Masses of 1000 lbs. are frequent in the *Toltec Mine*. The *Northwestern Mine* produces masses from 12,000 lbs. downward. The *Copper Falls Mine* has produced a mass 42 feet in length, while its extent had not been ascertained, at last reports. The largest mass yet exposed weighed 12 tons. The *Minnesota Mine* presents evidence of unparalleled prosperity. The original outlay was $22 per share, or $66,000 for the mine, and five years since the stock was offered to the miners at $3 per share and refused. Now our quotations make these shares worth $205 each.

This copper mining is yet in its infancy, but is destined, at no distant day, to be almost, if not quite, as productive to the wealth of the country as the gold fields of California.

Railroads.

OWL CREEK VALLEY RAILROAD;

OR PITTSBURGH, STEUBENVILLE AND CHICAGO R. R.

We find in the Marion *Democratic Mirror* a communication giving some particulars of this road, from which we gather the following items, viz.:

This road was commenced under a charter authorizing a road from Mt. Vernon to Marion. A preliminary line has been run, and stock to a considerable amount subscribed.

Owing to the fact that the location of a portion of this road was upon the line that the Steubenville and Indiana Road would naturally take in its western and northwestern extension, a consultation of the directors of the two companies was had, the final result of which was the following resolution on the part of the Steubenville and Indiana Road, viz.: "That if the line between Mt. Vernon and Marion or Lima shall be constructed ready for the superstructure, or shall be constructed and put in working condition in such manner and at such cost as shall be approved by the Chief Engineer of the Steubenville and Indiana Company, this Company hereby agrees to adopt the same as a part of their line, and to receive the work as so much capital stock, as soon as this Company connects the same with their line at Coshocton. It being expressly understood that the constructors oblige themselves so to transfer said road, when required by the Steubenville and Indiana Company."

At a subsequent meeting of the Directors of the Owl Creek Valley Company, the following resolutions were adopted:

1. *Resolved*, That we accept the condition for the construction of the line of railroad mentioned in said resolution, between the town of Mt. Vernon and the town of Marion.

2. *Resolved*, That we hereby pledge the early construction of said road, on the line indicated by the charter of the Owl Creek Valley Railroad Company.

5. *Resolved*, That we will put the whole line of our road from Marion to Mt. Vernon, under contract, as soon as a sufficient amount of available stock shall be subscribed.

This road has been referred to before in our columns, as to its through connections. We are pleased to see it progressing, and hope soon to hear of its final completion.

MILWAUKIE AND MISSISSIPPI RAILROAD.

This road is intended to cross the State of Wisconsin east and west, via Madison, the capital of the State, and a deflection to Janesville, and will be some 192 miles in length; of which, the portion from Milwaukie to Janesville, 71 miles, is completed, and the cars running over it. The earnings upon this completed portion for the month of May last were $13,903.08, and are daily increasing.

When it is taken into consideration that Wisconsin is a new State, but sparsely settled, and that the present terminus of the road is at a town having no facilities of transportation, other than this road, and can yet show such earnings for one month, we have good grounds for inferring that, when the road shall be completed throughout, tying Lake Michigan and the Mississippi river in iron bonds, and when the Oakland and Ottawa Road across Michigan, from Detroit to Grand Haven, opposite Milwaukie, and the Port Huron and Grand Haven Road, connecting with the Grand Trunk line of Canada, thus shortening the connection with the Eastern cities, shall be in operation and pouring their immense amounts of travel and freight over this road to the Far West and Northern Mississippi and Iowa—then we say, we have good grounds for believing that this road must be one of the best paying roads in our country. Milwaukie, we are glad to see, is making headway with railroad improvements and connecting herself with all the points at the North, South, East, and West, and becoming emphatically a railroad city,—the benefits of which liberality on the part of her citizens are already apparent in the increase of business.

AT WORK.—The contractors on the Chicago and Galena Company's Air Line Road, have broken ground on the deep cut at Geneva, and have over one hundred men at work. There are also about three hundred men already at work on other parts of the road.

☞ The stockholders of the Michigan Southern Railroad Company held their annual meeting for the election of Directors, at Adrian, on Monday last. Hon. J. B. Jervis was elected President of the Company.

TERRE HAUTE AND ALTON RAILROAD.

From the Charleston, Coles Co., *Courier* we learn that the stockholders of this Company recently held a meeting for the election of Directors, and hearing of the Annual Reports of the President and Directors of the old Board.

Capt. Ryder, the President of the Company, responded by stating that his time having been employed in New York, on the business of the Company, till within a few days past, it had been impossible for him to prepare a formal report to be laid before this meeting; but that a full report of all the transactions of the Company, comprising reports from the Treasurer and Engineer, accompanied by a map, would in a few weeks be published in pamphlet form and forwarded to the stockholders. He further stated that some $500,000 had been recently subscribed to the stock of this Company, in New York; that bonds of the Company had been deposited in trust for the payment of the iron, all of which had been contracted for—and 3000 tons were now on the way—800 tons of which would arrive in September. Two engines had been purchased, several passenger cars, and a large number of freight cars had also been procured.

Mr. Barnes, a principal contractor upon the road, was present, and gave a succinct and interesting account of the progress and prospects of the work. He said that he had materials ready for the construction of 100 miles of the road; that 96 miles at least would be finished before January, and he would promise the completion of 100 miles by that time, but for the difficulty of procuring the requisite number of laborers—that nothing but the scarcity of laborers would prevent him from completing the whole line within one year from this time. He was confident, however, that the road would be in running order from Terre Haute to Charleston, on the east, and from Alton to Hillsboro', if not further, on the west, before winter. He was to proceed immediately to commence building the bridge over the Wabash, at Terre Haute.

We are pleased to see such evidence of prosperity in the progress of this road. A means of transit across the State of Illinois, to St. Louis, is now much needed to complete the through connections from Northern Indiana; and since the "State policy" of Illinois will not admit of a road direct from Terre Haute to Illinoistown, opposite St. Louis, the traveling community will have to avail itself of this road, and its early completion is a matter of necessity. When the promised report of the President, &c., reaches us, we will give further particulars.

☞ Iriquois county, Ill., on the 7th inst., voted a subscription of $50,000 to the Peoria and Logansport Railroad, in county bonds.

MISSISSIPPI CENTRAL RAILROAD LOCATION.

We learn from the Oxford, Miss., *Flag* that the Directors of this road have made a location of the southern division of the line from Canton, or near that point, across Big Black river, near the mouth of Doak's creek, thence up the valley of the river, near Shongalo, thence up the valley of Haye's creek, near Middleton, to the northern boundary line of Carroll county. The northern division is located from the northern boundary line of Carroll county, through Grenada, by Coffeeville to Water Valley. From Water Valley to Holly Springs remains unlocated. From Holly Springs northeast, near Maj. Thomas' to a point on the State line not yet designated. Also, that the location between Water Valley and Holly Springs is suspended for the present, for the purpose of reviewing and correcting portions of that part of the route. The Board of Directors appear to be disposed to do full justice to the stockholders and the community generally.

Col. H. W. Walter, of Holly Springs, who has devoted himself with untiring energy and great ability to this enterprise, says that there is not now a shadow of doubt as to the early construction of the road throughout its whole length in Mississippi, from the southern to the northern boundary of the State. This favorable posture of affairs has been assured by the recent accession of immense "material aid" (a subscription of $1,200,000) from the North—the particulars in regard to which will be made public in a short time.

A communication from a gentleman of this State, giving further particulars of this road, will be found in our 15th issue, page 252.

Junction Ohio Railroad—Progress.—The Sandusky *Mirror* says: This week will see five gangs of track-layers upon the line of the Junction Railroad from this place east. One gang is laying rails from Elyria, west; two at Vermillion, one east and one west; one at Huron, laying east, and one at Sandusky, also working east. The bridge at Huron is in a state near completeness, and is expected to be ready for the track when the track-layers reach that place. Mr. Littlejohn, the Superintendent of the road, is out upon the line all the while, urging the work forward with commendable energy. We hope, ere another thirty days roll around, to shake hands with Elyria and Cleveland over the new link in the great Lake Shore Railroad.

Heavy Damages.—A lady who lost her husband not long since, by a railway accident in England, sued the Company, and recovered about $70,000 damages. The damages were calculated on the basis of his professional income, and the average length of his life, as demonstrated by life insurance tables.

RANDOLPH AND JACKSON RAILROAD.

A meeting was held on the 4th inst., at Randolph, Tenn., as we learn from the Memphis *Eagle and Enquirer*, for the purpose of devising ways and means for constructing a railroad between Randolph and Jackson.

The meeting was organized by electing Chairman and Secretary. Resolutions were adopted: to ask for a charter; that books for subscription to the stock be opened; that as soon as a sufficient amount shall have been subscribed, preliminary surveys shall be made by a competent engineer, and the most practicable and best route be selected; that when this meeting adjourns, it does so to meet at the same place on the 2d of July next, on which occasion there will be a grand railroad barbecue, to which the citizens of the neighboring counties are invited.

Appropriate addresses were made, and the meeting seemed actuated by the railroad spirit.

The country through which this road will run is rich and productive, and the inhabitants wealthy and intelligent. There seems to be no obstacle to cheap construction of the road; which, when completed, will connect with the Mobile and Ohio Road at Jackson; also with the Charleston and Memphis Road, and the New Orleans Road, by which the advantages of a market at the North or South can be had.

Committees were appointed to secure subscriptions and promote the interest of the undertaking generally.

The meeting then adjourned to meet as above.

CHARLESTON AND SAVANNAH.

PROPOSED RAILROAD CONNECTION.

It seems somewhat strange that these two important Southern cities have not ere this been connected by the iron rail. It is true that a daily steamboat communication has been kept up, but this affords no facilities to the people between these two points; whereas a railroad would not only shorten the distance, but would open up a wealthy section of country to both cities, and be of great benefit to the planters along its line, by enabling them to find ready transportation for their produce.

From our Southern exchanges, we see that the matter has been taken up seriously, and will unquestionably be prosecuted vigorously to completion. Charleston would be greatly benefited thereby, by having a more direct southern connection; while Savannah would reap much profit from a more direct northerly communication, and a partial avoidance of the danger and delay attendant upon the navigation of the Savannah river.

We hope soon to be called upon to chronicle the commencement, and ultimately—and at no distant day, too—the completion of this road.

ALLEGHENY VALLEY RAILROAD.

The New York *Tribune* says: Hon. W. T. Johnston, late Governor of the State of Pennsylvania, and now President of the Allegheny Valley Railroad Company, is in this city, and has made Messrs. Winslow, Lanier & Co. the financial agents of said Company in New York, and placed in their hands a large amount of corporate securities for sale, received in payment of stock subscriptions, viz.: $750,000 of the 6 per cent. bonds of the county of Allegheny, (in which the city of Pittsburgh is situated,) and $400,000 of the 6 per cent. bonds of the city of Pittsburgh. The taxable property of Allegheny county is near $50,000,000, with only one other debt of a million, for which the county own stock in the Pennsylvania Central Railroad to that amount, now worth over par.—The taxables of the city of Pittsburgh are about $15,000,000, with a small debt. The city owns property in her corporate right worth more than her entire debt. The payment of these bonds is guaranteed by the Allegheny Valley Railroad Company. The Allegheny Valley Railroad is one of much importance to Pittsburgh and to New York. It commences at the city of Pittsburgh, and terminates upon the Erie Railroad near Olean, and is about 172 miles long. The estimated cost of it is $4,600,000. The stock subscription up to the present date is $3,000,000, which will be considerably increased. The grades are easy. The whole line has been placed under contract for graduation and masonry, and a large number of hands are now employed thereon. An inspection of a map will show that this line will afford facility of transportation to an extensive and important region of country at present without the same, and that it is much needed. It runs through not only a fertile region, but through a district of country abounding in coal and iron ore to a large extent.

☞ Capt. J. J. Williams has been appointed Engineer in Chief of the Tennessee section of the Mobile and Ohio Railroad.—His address will be Jackson, Tenn. The distance in Tennessee is 118½ miles, and will be divided into five sections, each under a competent engineer and assistants. Col. Tilghman will take charge of the Paducah Branch Road in Kentucky.

Danville, Knoxville and Somerset Railroad Co.—From the Somerset *Gazette* we learn that the amount necessary for the organization of this Company having been subscribed, the books have been closed. On Monday, the 20th, the Presiding Judge of Pulaski county, submitted a proposition to the citizens to issue county bonds in aid of this road, to the amount of $50,000. The proposition was received unanimously.

SOUTHERN CONVENTION.

A convention for the discussion of matters connected with Southern interests has just closed its session at Memphis. The following subjects received the indorsement and recommendation of that convention, viz.:

1. The Pacific Railroad.
2. The favorable settlement and adjustment by our government of the difficulties in regard to the Tehuantepec route.
3. The protection of the cotton interest from injurious discriminations by diplomacy, when practicable.
4. The fostering and encouragement of the trade with the Amazon, Oronoco, and La Plata rivers, through steamers from Southern ports.
5. Direct steam communication with Europe from Southern ports.
6. Address on the most valuable form of cotton for export.
7. Recommendation in behalf of Common Schools in the States.
8. The adoption of means to ascertain the laws which govern, and to investigate the practicability of guarding against, the floods of the Mississippi and its tributaries.

The convention was composed of talented, intelligent, and able men; and their deliberations were marked by the decorum and dignity that should characterize such an assemblage.

We regret that want of space in our columns will not admit of a full report of the proceedings; but we can not refrain from giving some extracts from the letters of Lieut. MAURY to the convention. He discussed two great "National questions," viz.: the Pacific Railroad, and the Valley of the Amazon and the Atlantic Slopes of South America.

Of the Pacific Railway, the subject of his first letter, he says:

The idea of a communication across the country, over which the trade between Asia and Europe might be conducted, was a familiar one to the thinking men of the country a hundred years ago. Who originated it, I don't know. But it appears by a letter to my grandfather, dated January 10, 1756, and now before me, that the subject was thought of and talked of then. Nay, more, that our forefathers were then engaged in doing exactly what we — i. e. the government — are about to do now, viz.: they were about to send over and have an examination or survey made as to the route and the practicability of the scheme." * * * *

Speaking of his grandfather, and his plan, he says:

Canoes and two portages were to afford the means of this communication then; now, it is to be steam and the iron horse. But still the contrast which steam and the iron horse now present in regard to the ordinary modes in use for commercial conveyance, is not greater than that which the *canoe* transportation, in its day, presented, with regard to the modes of conveyance then in vogue.

It was to be a nursery for seamen, then, and would be now. They were the protectors of him and his, as they are now of us and ours. It would now, as then, save the life of many a gallant tar, to whom this country now, as the colonists did then, owes so much. Poor fellows, even at this day "they drop off like rotten sheep," upon that long and boisterous voyage which they have to encounter in the passage around the stormy Cape, and which they have to double now in the coasting trade of this great country, so great has it become.

This communication, then, was to be a tower of strength, a work of defense; for it was to serve as a nursery for seamen, and to save the lives of many gallant tars, to whom the country, whether it be war or whether it be peace, owes so much. And, at this day, it would be the greatest work of national defense the world ever saw.

This, I think, is the ground upon which to put this communication. It was good ground a hundred years ago; it is good ground still, and it is the ground upon which I have always urged the construction of a railroad to the Pacific, by the nation at large.

I would, therefore, have it as a monument of the power and prosperity, of the glory and the greatness of this nation, from which our children, a hundred years hence, may look back, as we are now doing, and see the progress of the country during an entire century. This work, moreover, because it is a military work, as useful in peace as in war, should be a free road, at least through the territories, the General Government ceding it to the States, as they should spring up along the route, on condition that they should levy tolls enough only to keep it in repair.

By levying a revenue for this purpose, chiefly upon passengers, instead of on freight, the people of the Mississippi Valley would supply the markets of the Pacific generally, and of California and Australia in particular, with breadstuffs and other of its staple productions.

For the want of this road, what have we seen during the last winter only? Why, we have seen our fellow-citizens upon our western seafront, paying famine prices for the necessaries of life. Flour at $40 the barrel; beef and pork in proportion. This is the tribute which we permit foreign nations, in times of profound peace, to levy upon American citizens, because the people of that great Mississippi Valley, and of the greater nation, with its twenty-five millions of freemen, will not forget all local prejudices, rise up in their might, and with one accord, demand of their legislators the construction of this road.

Be it recollected that much of this $40 flour was Chili flour, and that for the want of this road. Californians have had to pay, in extra prices for the necessaries and conveniences of life, nearly if not quite money enough to build it. With this railway constructed and managed according to the plan proposed, a barrel of flour might be taken from the banks of the Mississippi and placed on the "Pacific wharf" of San Francisco, at not more than $2. This would reduce the average price of flour in California to $8 or $10. Moreover, I suppose that a road conducted on the self-supporting principle, would not charge more freight than one cent per ton per mile. It probably would be less.

From California to Australia the "Clipper" time will be 40 to 50 days. And this road, therefore, would give us the control, and the Mississippi Valley the monopoly, of the provision market, and the trade in many other articles in Australia. And of all customers that a nation can have to deal with, the people in a new country are the best.

However, it is useless for me to dwell on the importance of a railroad to the Pacific.— The whole country is satisfied upon that point, and the friends of the measure are everywhere. You have but to sound a steam whistle for this road in any corner the most remote of that great valley, where your home is, and friends to it, like Roderick Dhu's men, will rise up from every bush and brake. * *

I am in favor of bridging the Mississippi, and if that can not be done at the most suitable point, then I go for tunneling it, so that the government may bring the road at the the public expense from the seashore of the Pacific Ocean, and place its eastern terminus on the left bank of this river. Having done this, then let it say to the old States, there's your road, get to it by the route you most prefer, for it is free to all; it was constructed by virtue of the high behest of Magna Charta, "the better to provide for the common defense."

I go for this, I said; I should have said I *would* go for it, if there were any prospect of success. But since this point can not be carried, I am willing to yield, and yield until I arrive at the first point from which the road can possibly be started. There I stop, and will not yield another inch.

Suppose there be upon twenty different parallels between the Gulf and the Lakes, as many separate routes to California, all equally good; I am for that which is the most central and convenient to all. * * * *

The Pacific Railway is to be a work for the common defense and general welfare, and it is for the benefit of all the States alike, for the benefit of Maine and Florida as much as for Arkansas and Missouri, and therefore the eastern terminus should be as accessible, if such a thing were possible, to Maine and Florida as to any other State. But it is physically impossible to have it equally accessible to all. The next thing, then, is to establish the eastern terminus at that point which may be the most convenient to the greatest number of the States, and the greatest area of country. * * * *

Some gentlemen whose opinions are entitled to the highest respect, and without whose support the Pacific Railway can not perhaps be carried, express constitutional scruples as to the right of the General Government to build this road through the States; only, they say, can the Federal Government build it through the territories.

For my own part, regarding it, as I do, as a work which will in an eminent degree enable the Federal Government "the better to provide for the common defense,"—for which purpose, more than for any other single purpose, perhaps, that government was created— therefore, I say, regarding the Pacific Railway as a work of safety to our firesides, and very much in the light which those within the citadel regard a great moat and ditch about the castle, placing it among the most valuable and useful means of national defense that has ever been provided for the general welfare, I have no more doubt as to the power to build it through the States, than I have as to the power to establish navy yards and erect fortifications and other works of national defense within the States.

However this may be, I for one want the road; and if I can not get Uncle Sam to build it through the States and *chock up to the Mississippi*, I'll take it from his hands at the west-

ern boundary of Arkansas and Missouri, and ask him to afford Arkansas and Missouri such aid in money or in lands as he rightfully may, to enable them to carry it to the Mississippi, and so hand it over to us on this side, that we may take it and with our own means spread its branches out over the land in an iron network for trade and travel in peace, for attack and defense in war.

In this case the rule by which Memphis and St. Louis were determined upon, indicates Fort Smith, in Arkansas, and the vicinity of Independence, or some other point upon the outskirts of Southwestern Missouri, as the federal termini, east, of this road.

You ask me for a free expression of opinion with regard to the objects of the convention. In my next I shall address myself to that other great question which is paramount among them. I refer now to the Valley of the Amazon, and the Atlantic Slopes of South America. Respectfully, &c.,

M. F. MAURY, Lt. U. S. N.

J. P. Pryor, Esq., Chairman Committee Correspondence, Memphis Convention of June, 1853.

We shall give extracts from Lieut. M.'s second letter in our next issue.

RAILROAD EARNINGS.

CLEVELAND AND WELLSVILLE RAILROAD.

Receipts for May, 1853:

For Passengers	$18,731 82
Freight, Mails, &c.	16,622 62
Total	$35,354 44
Receipts for May, 1852	25,322 30
Increase	$10,032 14

MICHIGAN CENTRAL RAILROAD.

The earnings of this Company for May, were—

	1853.	1852.
Passengers	$66,610 93	$66,518 56
Freight	47,224 12	67,195 05
Miscellaneous	21,367 40	20,104 06
Total	$135,202 50	$153,817 67

For the six months ending 31st May, they were $140,768.64, against $324,386.78 in the same period of last year.

The decrease in May, as compared with May, 1852, is, it will be seen, entirely in freight.

MILWAUKIE AND MISSISSIPPI RAILROAD.

Earnings for May, 1853:

Freights	$7,689 30
Passengers	6,213 78
Total	$13,903 08

This shows a very heavy business for an unfinished road.

GREENVILLE AND MIAMI RAILROAD.

The earnings of this road for the first five months of the present year, are as follows:

January	$8,800 25
February	8,970 25
March	9,578 94
April	9,271 54
May	11,257 39
Total	$47,878 37

OHIO AND PENNSYLVANIA RAILROAD.

The comparative earnings of this road for the month of May, 1852 and 1853, are as follows:

May, 1853	$47,366 00
May, 1852	20,893 65
Increase	$26,472 35

This increase is larger than it would otherwise be, in consequence of the fact that in 1852, the road was not completed, while after the 16th of May, 1853, the entire length of the road was run.

PENNSYLVANIA RAILROAD.

The earnings of this road for the month of May were as follows:

Passengers	$116,932 22
Freight	76,546 12
Total	$193,478 34
May, 1852	161,583 92
Increase	$31,894 42

CHICAGO AND ROCK ISLAND RAILROAD.

The receipts upon this road for May, 1853, were—

Passengers	$27,699 64
Freight, Mails, &c.	3,715 28
Total	$31,414 92

Michigan Southern and Central Roads.—Injunction.—In the matter of the injunction prayed for by the Michigan Southern Road, to prevent the Central Road from crossing their road near Chicago, the Judge, Morris, cites many authorities, and gives the complainants every thing they could ask, *except* an injunction; and while he seems to be clear in the opinion that the Central Company has no right to the present crossing, he is unwilling to grant any injunction which will result in inconvenience to the public and prejudice to the road. He required, therefore, a stipulation from the defendants that they would select a Commissioner to act with a like Commissioner to be chosen by the complainants, and proceed to have the plan and manner of crossing settled and decided, and in the meantime keep their trains out of the way of the Northern Indiana Company's at the present crossing. In case of neglect to do this, the Judge intimated that he would order an injunction upon proof of such neglect.

Danville, Ky., Railroad Subscription. The Board of Trustees of Danville have passed an ordinance proposing to aid several railroads, by the loan of Bonds, as follows:

Danville and Knoxville	$20,000
McMinnville	20,000
Nashville	20,000
Total	$60,000

Thus evincing a commendable public spirit.

STEUBENVILLE AND PITTSBURGH R. R.

ALLEGHENY COUNTY SUBSCRIPTION.

The Grand Jury of Allegheny county, Pa., has recommended a county subscription of $500,000 to this road. Our readers will remember that this road crosses the strip of Virginia lying between Ohio and Pennsylvania, over which that State has refused to grant the right of way on any terms. Notwithstanding this denial, the Company intend completing the road; and in view of this subscription, the Pittsburgh *Gazette* says: "We regret to learn that the Grand Jury, yesterday, recommended a county subscription of a half million of dollars to the Pittsburgh and Steubenville Railroad Company. Now, before this subscription is consummated, we wish to enter our protest against it, *until the right of way across the State of Virginia is secured.* Unless the road is extended to Steubenville, and the Ohio river bridged, *it can not pay;* and even then, when its great expense and short length are considered, *the result is doubtful!* We are opposed to all infringement of State rights. If Virginia will not give the right of way legally, *it is wholly wrong to attempt a forcible entrance upon her territory.* It is dangerous to the property invested, and to good morals and the peace of the community. Allegheny county certainly ought not to invest her money in such an undertaking."

There can be little doubt but that, under the present circumstances, the authorities of Virginia will order the road taken up as fast as it can be laid down. *Nous Verrons.*

Decatur and Griffin Railroad.—The people of Central and Western Georgia are now wide awake to the importance of connecting themselves with the Memphis and Charleston Railroad, at Decatur, Ala., by a road to leave the Macon and Western Road at Griffin. This road would be a regular "cut off," and would make an immense saving of distance between Memphis and the Southern Atlantic seaboard. At a large meeting of the citizens of Spalding county at Griffin, on the 3d inst., the following resolutions were adopted, among others:

Resolved, That a railroad running from Griffin to Decatur, on the Tennessee river, in Alabama, is an object of no small magnitude to the people of this community.

Resolved, That we will heartily co-operate with the friends of this enterprise by every means in our power, and will use our efforts to the fullest extent of our ability, to carry on to a successful consummation this work, in which we feel such an abiding interest.

Resolved, That this meeting solicit a co-operation on the part of the citizens of Savannah and Macon, and the Central and Macon and Western Railroad Companies, to call meetings to take into consideration the propriety of lending their aid to the contemplated road from Griffin to Decatur, Alabama, and that the citizens of Spalding and the adjacent counties, will send delegates to said meetings.

PADUCAH AND VINCENNES RAILROAD.—The Paducah *Journal* says: "The commissioners of the Ohio River and Wabash Railroad Company met at the office of J. W. Jones, on the 16th inst., in pursuance of adjourning order.

A majority of all the commissioners being in attendance, on motion, J. B. Husbands was called to the chair.

The Secretary made his report, showing the gross subscriptions of stock, as follows:

At Paducah, Ky	$147,500
Cincinnati, Vincennes, and points on the line	352,600
Total	$500,100

Of this sum, the committee report five per cent. paid, (equivalent to $25,000,) and deposited to the credit of the Treasurer of the Company.

The full amount of stock required by the charter to authorize the construction of the work being subscribed, on motion, it was

Resolved, That the first meeting of the stockholders of the Ohio River and Wabash Railroad Company for the election of Directors of said Company be held at the office of J. W. Jones, Esq., in Paducah, on Thursday, the 30th day of June."

GALENA AND CHICAGO UNION RAILROAD.

EARNINGS, ETC.

The Chicago *Democrat* says: From the report of N. K. Towner, Esq., Secretary of the Operating Department of the Galena and Chicago Union Railroad, we are enabled to present our readers with a tabular statement of the earnings of the road for the fiscal year ending May 1, 1853:

	Passengers.	Freight, Mails, &c.	Total.
May	$15,408 03	$16,320 45	$31,728 48
June	17,313 46	25,911 66	43,225 12
July	13,980 95	20,973 68	34,954 63
August	16,603 67	23,555 18	40,158 85
September	20,766 73	35,264 95	56,031 68
October	22,908 17	35,803 83	58,712 00
November	15,137 34	31,664 70	49,802 04
December	12,434 08	26,271 27	38,705 35
January	11,010 29	21,662 02	32,672 31
February	11,453 39	14,245 84	25,699 23
March	15,559 06	12,667 53	28,226 59
April	19,885 88	16,746 05	36,631 93
Totals	$192,461 05	281,087 16	473,548 21

The number of passengers carried on this road for the year, was 140,016. The lowest number in one month was 9,127, in February, and the highest 14,661, in October.

From the report of Mr. Towner, we see that the expense of running the road was as follows:

Locomotive service	$15,459 33
Train "	7,124 47
Station "	42,504 69
Locomotive repairs	7,906 39
Car "	12,711 44
Track "	29,029 87
Building "	183 13
Fuel	42,480 10
Oil and Waste	5,758 52
Printing and stationery	1,052 36
Loss and damage	3,729 43
Taxes	9,119 25
Incidentals	10,337 41
Total	$187,396 39

The number of miles run by locomotives was 202,953. The earnings per mile run were 233.5, and the expenses per mile run, 92.3.

A comparison of earnings for the years 1853 and 1852, exhibits the following:

	1853.	1852.
Passengers	$192,461 05	$85,176 15
Mails	8,190 40	4,086 28
Freight	272,406 16	121,805 24
Totals	$473,057 61	211,067 67

This gives an increase:

In Passengers	$107,284 90
Mails	4,104 12
Freight	150,600 92
Total	$261,989 94

A comparison of the operating expenses of eight New England roads, viz.: Western, Boston and Worcester, Boston and Maine, Fitchburg, Eastern, Boston and Lowell, Boston and Providence, and Old Colony—with the Galena and Chicago, gives the following result:

	Eight N. E. roads.	Gal. & Ch. R.
Comparative cost of maintainance of way, per mile run	14.5	14.3
Cost of repairs of engines and cars, per mile run	13.7	10.1
Cost of both, per mile run	28.2	24.4
Cost of carrying one passenger or one ton of freight one mile	1.4	1.2
Useful effect or number of passengers or tons carried per mile run	54.1	73.7
Cost of all the work done, per cent. of the gross receipts	50.5	39.5

We also get from Mr. Towner's report, the following list of casualties for the fiscal year ending May 1, 1853:

Sept. 22, 1852—Charles Waterbury, conductor of a freight train, was seriously injured while improperly on the top of a car, and coming in contact with a bridge.

Sept. 28, 1852—A rail was feloniously taken up from Kishwaukie bridge, by Giles Bennett, (as confessed.) The train passed the bridge, the passenger car capsizing on the bank; injury to passengers slight.

Nov. 22, 1852—Rial Estis, conductor of a freight train, was killed by coming in contact with a bridge while on the top of a car, for what purpose not known.

Feb. 21, 1853—Henry Apple was killed by a locomotive, while walking improperly on the track, a little west of Elgin. The accident occurred on a curved part of the line, the sight limited by its being in a deep cut. The whistle was blown, and the brakes applied, but too close when seen by the engineer to be prevented. The deceased was deaf, and did not hear the alarm.

No passengers have been killed or seriously injured on the cars during the year.

During the year three employees were killed and four injured, while working on construction.

RAILROAD CONVENTION.—From the Hickman *Argus* we learn that a Railroad Convention will be held at Hickman—better known as Mills' Point—on the 4th of July next. The object is to connect that point with the Mobile and Ohio Road, by a branch road, for which some $50,000 have already been subscribed, an amount sufficient to grade the road ready for the superstructure.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—The erection of the bridge over the Susquehanna at Havre-de-Grace, will require an addition to the capital of the Philadelphia, Wilmington and Baltimore Railroad, and it has, therefore, been decided by the Company, in order to pay the expense of the bridge and pay off any floating liabilities, to raise about one million of dollars, which they propose to do by the issue of 23,000 new shares at the par value of $50. The present capital stock is $3,850,000, represented by 77,000 shares, at $50 each. The proposed alteration would give a capital of $5,000,000, represented by 100,000 shares.

The income for the present year to 30th November, 1853, is estimated at		$900,000
Expenses, interest, &c		574,750
Balance		325,250
Dividend in April, 1853	$73,000	
Appropriations to renewed fund	60,000	
		133,000
Leaving a surplus for dividends at the end of the year		192,250
The gross income of 1854 is estimated at		$1,000,000
Expenses	593,750	
Renewal fund	60,000	
		653,750
Net balance		$346,250

BURLINGTON AND OQUAWKA RAILROAD.

A meeting of the stockholders of this road was held at Burlington, Iowa, on the 15th inst., says the Burlington *Telegraph*, a new Board of Directors was elected, and arrangements made for an early connection with the Military Tract Road at Galesburg, and for the immediate building of the road eastward, from Peoria to Logansport, Ia.

From the remarks of the *Telegraph*, there would seem to have been some disagreement upon points relative to this road; but the large attendance, and the consolidation of the two roads, East and West, has restored perfect harmony, and ere long the road will be completed to the Mississippi river, opposite Burlington. The new Board of Directors is said to be composed of men of the right stamp, energetic and business-like, who will doubtless lose no time in pushing the work to a completion.

COVINGTON AND LEXINGTON RAILROAD.—An excursion train of some 12 or 15 cars ran over this road to the second tunnel, a distance of ten miles, on Saturday the 25th inst., being the first train over the road. There are two tunnels within the distance of ten miles; the first, about one mile from the depot, is some 700 feet long; the second is 2160 feet, and both are finished in the most workmanlike manner. The road is expected to be completed as far as Falmouth by September next, and to Paris by May, 1854.

After ample time for the inspection of the tunnel, the train returned to Covington, all being much pleased with the trip.

NEW ORLEANS AND MOBILE.

PONTCHARTRAIN AND MOBILE RAILROAD.

The New Orleans *Bee* says of this road:

The late Legislature of Louisiana passed an important act, authorizing the Pontchartrain Railroad Company to construct a railroad to Mobile. The charter is of a liberal and comprehensible character; conferring on the Company all the rights and privileges necessary for the attainment of the object in view. The Association is allowed the right of way; is authorized to remove vessels that lie along the route, and to assign them proper berths; to increase its capital to an amount not exceeding two millions of dollars; to borrow money from time to time on a pledge of the property of the Company, and to make agreements with other incorporated companies, for the purpose of extending the road through the neighboring States. The road must be commenced within six months and must be finished as far as the State line in three years.

It is fully believed that the Pontchartrain and Mobile Railroad will be completed to Mobile within two years—possibly in even a shorter time. The route contemplated will probably cross the Rigolets by a floating bridge, and will continue in the rear of the various watering places on the Lake, skirting the Bay of St. Louis, Pass Christian, Mississippi City, Biloxi, and Pascagoula, and bringing them within from two to four hours travel of our city. Mobile itself will be reached in five hours. The expense of traveling will of course be reduced from sixty to seventy-five per cent.—the price to the watering places will not exceed one dollar, and to Mobile two dollars.

The Pontchartrain and Mobile Railroad has received no aid from the State; neither has it obtained the privilege of taxing the citizens of New Orleans for funds to secure its construction. Nothing of this kind has been either sought for or needed. It wants no assistance whatever beyond that afforded by the stockholders themselves. The means for building the road have been secured beyond a peradventure. The preliminary surveys of the route have been made, and the final surveys, to determine the exact line to be followed, will very shortly be completed. In fact, this enterprise, though of so recent projection, may be regarded as in a very fair way of speedy accomplishment.

Pacific Railroad.—From the Albany *Register* we find the different surveying parties now upon the routes as follows:

Major Stephens, the new Governor of Washington Territory, is examining the Northern line, starting from Fond du Lac, and running through Minnesota.

Capt. Gunnison and his party met at St. Louis on the 7th, to take the Central route from there to San Francisco.

Lieut. Whipple and his corps start from Fort Smith, and probably will meet Capt. Gunnison at Walker's Pass through the Sierra Nevada.

And the other survey, under command of Lieut. Wilkinson, is to begin at the other end of the line, starting from San Francisco, and choosing a route to Walker's Pass.

If the three latter parties succeed in meeting there, they will be able to compare notes, and perhaps come to a satisfactory conclusion.

CINCINNATI AND MANSFIELD RAILROAD.

From the *Shield & Banner* we get the first information of the existence of this road, which, it seems, is the prolongation of the Cincinnati, Lebanon and Xenia, Broad Gauge, Road, and intended to be continued on to the Erie Road at Olean. The line is said to be very straight, and the grades low.

The corporators of the Company met at Mansfield on the 20th, and organized by the election of Directors, with Hon. Mordecai Bartley as President, and Jas. E. Cox as Secretary. Much business was transacted, and it was on motion

Resolved, That the President of the corporation cause books for subscriptions to the capital stock of the company, to be opened and circulated immediately in Mansfield, Mt. Gilead, Delaware, Xenia, Lebanon, and Cincinnati, and that notice be given in the newspapers, according to law.

The books of subscription being presented to the citizens present, *one hundred and fifty thousand dollars* of stock were subscribed within one hour.

Richland county, it is reported, will take $250,000, Morrow county, some $100,000, Delaware county $150,000, and at least $200,000 are looked for on the remainder of the route.

A corps of engineers will commence active operations at once, preparatory to putting the work under contract at the earliest moment. There will then be a communication opened with the East by a uniform 6 feet gauge road all the way.

Important Letting.—The grading and laying of the track of the Air-Line or Northern Indiana Railroad, was yesterday let to Messrs. Folsom and Reynolds, who are to complete it in running order by the first day of September, 1854. The distance contracted is seventy miles, to Ohioana, the point on Eel river where the branch road to Logansport intersects with the air line. The work is in the hands of competent contractors.—Mr. Folsom laid the iron on the Erie and Kalamazoo track, and is known to our citizens as an energetic, laborious man, who knows "no such word as fail." We understand that the work was taken at a price that will amply remunerate the contractors. It will prove one of the most important thoroughfares that enter Toledo.—*Toledo Blade.*

Speed on the Hudson River Railroad. A party of gentlemen connected with the Hudson River Railroad, passed over twenty-three miles of that road last week in twenty-one minutes! or at the rate of nearly *sixty-six miles an hour!* And the purpose is said to be seriously entertained of running through from New York city to Albany in *two hours*, after taking out of the road some of the bad curves which ought never to have been made in such a road. The road is almost without grades, and flag men are stationed all along the road to examine the track, and give suitable warning of approaching danger. The Hudson River Company, it is said, are about to introduce upon their cars a contrivance for excluding dust and noise, those two great nuisances in railroad traveling.—*Ex.*

Mad River and Lake Erie Railroad.—The annual election of Directors for this Company was held at Sandusky on the 21st inst., and resulted as follows, viz.:

E. Lane, (President) and E. F. Osborn, Sandusky; William Hunt, Clark county; Samuel Keener, Champaign; Daniel S. Miller, John P. Yelverton, New York; Samuel Henshaw, Henry Timmons, M. P. Sawyer, Boston; D. A. Neal, Salem. State Directors—R. E. Runkle, West Liberty; E. Smith, Dayton; E. Cooke, Sandusky.

A vote was also taken upon the ratification of the loan of the Sandusky and Indiana Road, and resulted as follows: ayes, 18,404; nays, 35.

Cold Water Steam Engine.—Yesterday afternoon we visited the machine shop of Messrs. Burge & Johnston, to witness the performance of a new engine styled as above, and recently invented by Mr. Edward D. Tippett. The steam is produced without boilers, by simply injecting cold water into generators. The amount of steam required to force out or return the piston rod is made by the introduction to the influence of the fire at each moment of precisely the quantity of water needed, thus doing away with the necessity of boilers. It is claimed that there is no possibility of an explosion, that greater power is obtained and less room occupied for the necessary machinery.

The water falls into the engine, being first raised by a force pump into a reservoir situated above the engine, and thence inducted down as wanted. The engine is a singular piece of mechanism, both in appearance and mode of operating.—*Cin. Atlas.*

Communications.

For the Railroad Record.

CINCINNATI AND FORT WAYNE RAILWAY.

At a meeting of the Board of Directors of this Company, held at the Burnet House, in this city, on Tuesday and Wednesday last, a large number of proposals to construct the road were examined. The whole work, including iron, full stock of rolling machinery, and depot buildings, was let to a company of very wealthy men in Ohio, who take one million of the stock of the Company on the contract. The portion of the road between Fort Wayne and Winchester to be ready for running of the cars within one year; a large force to be placed upon the work between Rossville and Oxford immediately, and the whole to be prosecuted to completion at an early day. The route of this road is from Cincinnati, through Hamilton, Rossville, Oxford, Richmond, and Winchester, to Fort Wayne—passing through a country unsurpassed in fertility of soil. It touches all the important towns between the two great places it connects, and furnishes the most direct line to this city for the business of several leading Western roads with which it intersects.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	97	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	105	107
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	96
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	95	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	98	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	104	106
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	107	108
Do Southern	1st " " "	7	1860	104	106
Milwaukie and Mississippi	1st " " 1857	8	1862	102	104
New Albany and Salem	" on 1st section	10	1858-62	108	110
Do do	1st " on other sections, convert.	8	1864-75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	118
Do do	2d " convertible	7	1859	109	110
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	101	102
Northern Indiana	1st mortgage, not convertible	7	1860	105	107
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	104	106
Do	1st " " east "	7	1864	104	105
Ohio and Indiana	1st " "	7	1867	98	101
Ohio and Pennsylvania	" "	7	1865-6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	125
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	100	102
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	98
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	70
Bellefontaine and Indiana	50	104	106
Chicago and Rock Island		95	96
Cincinnati Hamilton and Dayton	100	114	115
Cin. Wilmington and Zanesville	100	60	80
Cleveland, Columbus and Cin	100	132	133
Cleveland, Painesville and Ashtabula	100	140	145
Cleveland and Pittsburgh	50	103	105
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	114	115
Covington and Lexington	50	73	75
Dayton and Michigan	50	50	65
Dayton and Western	50	85	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100		132
Hillsboro' and Cincinnati	50	68	71
Illinois Central	100	125	130
Indiana Central	50	88	90
Do do 10 per cent	50	90	92
Indianapolis and Bellefontaine	25	101	103
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	75	78
Little Miami	$50	119	120
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		
Macon, Georgia		107	109
Mad River and Lake Erie	50	94	96
Madison and Indianapolis		101	102
Marietta and Cincinnati	50	55	70
Maysville and Lexington		60	75
Michigan Central		117	118
Michigan Southern		143	145
New Albany and Salem	50	65	70
New York and Erie	100	79	81
Northern Indiana		143	145
Ohio Central	50	95	100
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		90	100
Panama		120	121
Pennsylvania	50	99	100
Peru and Indianapolis	25	67	69
Sandusky and Mansfield			
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveland		140	145

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	107	108
Do	6	1862	115	116
Do	6	1867	120	121
Do	6	1868	120	121
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "		1868	121	122
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	110	111
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	90	92
Do Interest do		....	60	62
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	32	35
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred	5	....	9	10
Kentucky, 30 years	6	1871	110	111
Do 15 years	6	....	105	107
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	103	104
Do	6	1860	109	110
Do	6	1870	114	115
Do	6	1875	116	118
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	93	96
Virginia Coupons	6	1886	106	108
City Securities.				
Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	107	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	103	104
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	103	104
Do	5	1890	105	107
Philadelphia	6	1876-90	105	106
Pittsburgh	6	1869-71	96	97
Do coupons		1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			107	108
Lafayette, Cincinnati, (closing)				
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			114	116
Northern, and Branches			116	118
Southern, and Branches			103	106
Bank of Louisville			115	116
Kentucky Trust Co			101	102
Farmers' Bank of Kentucky			106	107
Newport Safety Fund Bank			100	102
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
MISSOURI.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			98	100
Planters'			97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	½prem . ¼ to	½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 25	@	16 50
Patriot Doubloons	15 65	@	15 80
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American gold, new	1 00¾	@	1 01
American gold, old	1 04	@	1 05
Portuguese gold	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$177	$182
80 acre warrants	86	88
40 acre warrants	44	46

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Saturday, June 25, 1853.

10 Shares		Peru & Indianapolis Railroad stock, with 5 months and 25 days interest	68 50
20	"	Hillsboro' Railroad stock	68 50
10	"	Do do do bid	68 25
10	"	Covington and Lexington Railroad stock, 8 months and 3 days int. to purchaser	77 00
11	"	Cincinnati, Hamilton and Dayton R. R. stock, bid	114 00
19	"	Covington and Lexington Railroad stock, int. to purchaser	77 87½
50	"	Dayton and Michigan Railroad Co. stock	no bid.
50	"	Indiana Central Railroad Company 10 per cent. stock	passed.
8	"	Eaton and Hamilton Railroad stock, bid	71 50
15	"	Eaton and Hamilton Railroad stock,	passed.
25	"	Little Miami Railroad stock	119 00
7	"	Do do do	118 50
75	"	Do do do	passed.
400	"	Peru and Indianapolis R. R. stock, with $558.33 int. up to June 25, bid	69 00
175	"	Bellefontaine and Indiana Railroad stock, offered	105 00

Wednesday, June 29, 1853.

10 Shares		Kentucky Trust Co. Bank stock	100 50
25	"	Covington and Lexington Railroad stock	withdrawn.
15	"	Eaton and Hamilton Railroad Co. stock, bid	71 25
40	"	Lawrenceburgh and Upper Mississippi Railroad stock, with $60 interest	74 00
48 35-50		Lawrenceburgh and Upper Mississippi Railroad stock, with $73.05 interest	passed.
100	"	Mad River Railroad stock	withdrawn.
2	"	Hillsboro' Railroad stock	70 00
12	"	Covington & Lexington Railroad Co. 2 months interest to purchaser	74 00

MONETARY.

The Eastern Money Market exhibits but little change from our last quotations. The demand for money is steady, and the supply abundant on good short time paper. Call loans are readily obtainable at 5 to 5½ per cent. The Banks are seeking short paper, but, with the Brokers, seem disinclined to extend their engagements into the distant future.

Foreign Exchange, 60 day Bankers' bills range from 109¾ to 109⅞; commercial bills 109 to 109¼. Shipments of specie about $550,000.

The great point of interest in the Stock Market has been the passing of the usual July dividend of the Erie Railroad Company, until October next, the end of the fiscal year, which caused a decline in the stock from 86 to 78⅜. The "Economist" says:

This question of a dividend has long been a matter of debate, and it is obvious that where so large an interest of rather a fluctuating character exists, a matter that would so powerfully affect that interest as the payment or otherwise of a dividend, would be apt to warp judgment. The Erie stock amounts to $9,612,995, and the funded debt $24,000,000, and floating debt $5,000,000.— In such a concern, if those who are the largest holders of the stock had the power of directing its business, the temptation to speculate is immense; and it becomes a a matter of JUDGMENT whether this road can earn a dividend or not. It is building a new track; its floating debt is large, and some may argue there can be no net earnings under such circumstances; others contend that construction should be done from new capital, and the old stock should be paid the profits earned. In such a state of things there is great temptation to take the first view, sell one's stock and decide to make no dividend. A fall of 10 per cent. tempts re-purchases, a future revision of the account, and the payment of a double dividend next time. Such things are possible. All the public know is, that the sales were very large until Wednesday, when "no dividend" was announced, and the stock fell 5@6 per cent., carrying others with it. This fall in price, however, argues a rapid rise. It attracts buyers and lays a good foundation for an active Fall trade, and the market is disposed to speculation. Rumors of large sums made by this and that individual in new stocks, are very rife. The sudden reaction in the English market, and all the foreign news, favors a rise.

This unexpected turn in Erie stock has had a tendency to depreciate almost all other railway shares in the market. Hudson River continues to decline also. Government securities continue firm and in demand.

Never was the Stock Market so little affected by the state of the Money Market. Money is increasing in abundance in the street, though the payments for duties are large. The Sub-Treasury balance is over $8,200,000; but more than half of this will be put in circulation on the 1st July, as well as other sums now collecting in quantities to pay dividends and interest due in July.

At the West the Money Market is very quiet; the rates of interest remain about as at last quotations. Money is plenty, the Banks taking all the first class paper offering at 6 per cent. Street rates for prime paper, at short date, from 9 to 10 per cent. Domestic Exchange has slightly advanced, as will be seen by our table.

In our Stock Market we note several changes, among them the following have advanced, viz.: Bellefontaine and Indiana, Cleveland, Columbus and Cincinnati, Cleveland and Pittsburgh, Covington and Lexington, Indianapolis and Bellefontaine, Junction, Ohio—from 92–95 to 100–110, consequent upon the recent consolidation, we suppose, Michigan Southern and Northern Indiana, Toledo, Norwalk and Cleveland—from 115–120 to 140–145. This rise, we apprehend, is but temporary, the upward tendency having been caused by an attempt, by interested parties, to purchase a sufficiency of stock to control the vote upon the subject of the recent consolidation. Offers for Lafayette and Indianapolis have advanced from 75 to 76. Little Miami we quote 119–120, being a slight decline; Hillsboro' and Cincinnati we quote at 68–71, a decline of some 3 per cent.

THE PUBLIC LANDS.—We find the following in the Sandusky *Register:* The following table shows the quantity of public lands already granted to the several States of the Union, respectively:

	Acres.
Ohio	2,272,863
Indiana	3,267,460
Illinois	5,584,167
Missouri	3,242,727
Alabama	2,084,284
Mississippi	4,151,011
Louisiana	1,210,122
Michigan	6,170,866
Arkansas	6,250,813
Florida	2,022,992
Iowa	2,713,955
Wisconsin	3,128,799
Tennessee	3,353,824
California	500,000
Minnesota	2,997,197
Oregon	12,186,978
New Mexico	7,493,120
Utah	6,681,707
Total	75,312,885

Miscellaneous.

WOOD GAS.

The city of Wilmington, North Carolina, is now, for its size, the cheapest lighted city in the United States. The whole apparatus, including mains, gasometer, &c., cost but $13,900. This includes their transportation from Philadelphia, with, also, the pay and passage of workmen. By reference to Ure's Chemical Dictionary, a standard work, it will be found a ton of coal or thereabouts yields about 10,000 cubic feet of gas. This is after eight hours' distillation from the best selected coal. By actual experiments it has been found that a cord of wood will produce 98,000 cubic feet of gas. It will be perceived at once this renders wood gas much cheaper. Besides, it is a well ascertained fact, that wood oils in the production of light are as 7 to 3 in favor of ligneous oils over coal. One reason that they have been so little used, is that they require to be distilled from wood previous to use; but this difficulty, it is said, has been obviated by a simple and cheap apparatus, invented by Dr. McConnell. This invention places the use of gas within the reach of all rural villages, and will render every one, who chooses to be so, independent of the gas companies, for by its means they can manufacture their own gas, at a much cheaper rate than it can now be supplied by any company chartered within the United States. This gas has not the offensive smell of that produced by coal, and can be passed directly from the retort through the washer or condenser to the gasometer without purification.

This discovery promises to open a new field of commerce; the vast amount of pine wood in Lower Virginia and North Carolina, now considered of no value, will be brought into market for the purpose of manufacturing gas, and the charcoal left after the destructive distillation will pay the whole expense for manufacturing. Wood can be purchased in North Carolina, and delivered at Pimlico Sound, for one dollar per cord; the transportation, &c., would not bring the cost up beyond four dollars. Wood, at five dollars per cord, yield 93,000 cubic feet of gas; coal, at six dollars per ton, only 10,000 cubic feet. An apparatus for manufacturing wood gas could be put up for one seventh the cost of that for manufacturing coal gas. It is estimated that the city of New York might be lighted for one dollar a thousand feet, and yield a handsome profit to the manufacturers; whereas the city now pays three dollars per thousand feet. We understand that a company has been projected in this city, by W. D. Porter, Esq., a son of Commodore Porter, for profitable employment of the patent.—*N. Y. Post.*

COMPARATIVE HEALTH OF CITIES.—The following table embraces a statement of the number of deaths in each of the principal cities of the Union for one week, as given in the latest official reports. The table is interesting as showing the comparative mortality of the several cities:

	Deaths.	Population.	Rate of Deaths.
Philadelphia	153	400,000	1 to 2603
New York	320	515,000	1 to 1600
Baltimore	93	169,000	1 to 1817
Boston	69	139,000	1 to 2014
New Orleans	142	120,000	1 to 315
Brooklyn	54	97,000	1 to 1796
Charleston	16	43,000	1 to 2687

MECHANICAL POWER.

From an address by Prof. Henry, President of the Mechanics' Institute of Washington, we make the following extracts upon the subject of "Mechanical Power"—and deeming it of such a nature as to interest our readers, we give it all the space we have to spare. He says:

One of the most fruitful sources of error and deception with regard to inventions, arises from misconceptions of the nature and application of mechanical power; and this is one of the points on which I wish to arrest your attention a few minutes. We understand by the term mechanical power, that which moves machinery, transports heavy bodies, shapes the raw material into useful forms, and, to use the short but expressive phrase of the mechanic, "*that which does work.*" Mechanical power, when properly understood, is a condition or state of matter. Thus, a quantity of burning fuel, a moving mass of water, or of air, are bodies in the condition of power, and, by communicating a portion of their motion to other bodies, they produce in them certain changes which are denominated *work*. The change thus produced is the measure of the amount of power in a given quantity of matter. For example, the number of bushels of grain which can be ground during the combustion of a bushel of coal is the measure of the amount of power in this quantity of fuel.

Power is always expended in doing work, and it is in the highest degree absurd to think of applying it to useful purposes without exhausting it. Every change of condition, every transformation of matter, every new motion, and every manifestation of life, is at the expense of some motive power, which, having performed its part, is forever neutralized.

Power is always the product of Nature. God has not vouchsafed to man the means of its primary creation. He finds it in the moving air and the rapid cateract; in the burning coal, the heaving tide. He transfers it from these to other bodies, and renders it the obedient slave of his will—the patient drudge which, in a thousand ways, administers to his wants, his convenience, and his luxuries, and enables him to reserve his own energy for the higher purpose of the development of his mind and the expression of his thoughts.

The following is a list of all the primary powers which as yet have been used by man, in accomplishing his varied purposes in the wide domain of practical life. These are:

1. Water power.
2. Wind power.
3. Tide power.
4. The power of combustion; and
5. The power of vital action.

To this list may hereafter be added the power of the volcano and the internal heat of the earth; and, besides these, science at the present time gives no indications of any other. These are denominated primary powers, though, in reality, when critically studied, they may all, except the two last mentioned, be referred to actions from without the earth, and principally to emanations from the sun.

Gravitation, electricity, galvanism, magnetism, and chemical affinity can never be employed as original sources of power. As the surface of the earth, they are forces of quiescence, the normal condition of which must be disturbed before they can manifest power; and then the work which they are capable of performing is only the equivalent of the power which was communicated to them.

* * * * *

The most important source of mechanical power among those we have mentioned, and which promises almost to supersede all others, is that of burning coal. This material, like a watch wound up, is matter in a state of power, or in a state of unstable equilibrium, ready to rush into combination with the oxygen of the atmosphere, as soon as the initial action is given, and to evolve power in the form of heat until the whole is consumed. It has been proved that, on an average, *four ounces* of coal is sufficient to draw, on a railway, one ton a mile. It has also been found by experiment that a man working on a tread-mill continually for eight hours will elevate one and a half million of pounds one foot high. Now, good Cornish engines will perform the same work by the expenditure of a power of a pound and a half of coal. It follows from these data that about five tons of coal would evolve as much power during its combustion as would be equal to the continued labor of an able-bodied man for twenty years, at the rate of eight hours per day; or, in other words, to the average power of a man during the active period of his life. Providence has, therefore, stored away in the form of coal, for the use of man, an incalculable amount of mechanical power. Beneath the soil of our own great coal basins, there reposes power equivalent to the united force of myriads of giants, ready, like the genius of Alladin, to be called into activity by the lamp of science, and, as its obedient slave, to build cities, to transport palaces, or remove mountains.—There is no other locomotive power over which man has any prospect of control in the least degree comparable with this. * *

The man of true genius never lives before his time; he never undertakes impossibilities, and always embarks in his enterprise at the suitable place and period. Though he may catch a glimpse of the coming light as it gilds the mountain top, long before it has reached the eyes of his cotemporaries, and though he may hazard a prediction as to the future, he acts with the present.

There are some partial exceptions to this rule, and among them I would mention, with high respect, that of Oliver Evans, than whom no man in this country has ever done more to improve the art of locomotion. He indeed predicted that steam wagons would be used on common roads, and made an attempt to reduce his idea to practice. The time, however, for the introduction of this invention has not even yet arrived, and at present we see no prospect of its coming. But he was more successful in the invention of the American high pressure engine—which was so essential to the development of the vast resources of the interior regions of our continent. This engine was, at the time of its introduction, admirably adapted, in its cheapness, simplicity of arrangement, smallness of dimensions, and great power, to the abundance of fuel, the extent of transportation, and the primitive state of the arts in our country. The low-pressure engine used by Fulton was procured from England; and had steam navigation been confined to the employment of this complex and ponderous machine, the Mississippi and its tributaries would have remained for years unnavigated, except by the canoe of the native or the flat boat of the pioneer.

The invention and introduction of this engine required the application of genius, energy, and courage. The use of high steam had been proposed in England, but had been discarded on account of the supposed danger attendant on its use, and it was reserved for this country to demonstrate its practical importance. Without precursory labors equivalent to those of Evans, the present railway locomotive would not have been in existence.

* * * * *

Every age of the world, since the commencement of the historic period, has been characterized by some leading or dominant idea; and each age has bequeathed something of value to, or made some abiding impression on that which followed. We doubt whether any great and important truth has ever been lost; and, though some may have apparently lain dormant for a time, yet they have continually produced results. Some arts have undoubtedly fallen into disuse, because they are no longer required, or because they have been superseded by more perfect processes. We, however, think it can be clearly established that modern science is capable of reproducing every invention of ancient art, and at an indefinite economy of human time and human labor.

I know we are frequently referred to the immense masses of stone transported and wrought by ancient art, which are found among the ruins of Baalbec and Thebes, and are frequently told that the management of these would far transcend the skill and power of modern engineers. Such assertions are, however, rather intended to convey an idea of the impression produced upon the beholder of these venerable ruins, than a declaration of absolute truth. As a sufficient illustration of this, we may mention the fact that, in New York, large buildings of brick and stone are moved from place to place, while the inhabitants remain undisturbed within. Or we may point to the Menai Strait tubular bridge, a structure of cast iron many hundred tons in weight, suspended in mid-air over a chasm several hundred feet deep.

The pyramid of Cheops is said to have employed the power of 100,000 men for twenty years in its erection. But, vast as is this pile, were the steam engines employed in one of our large cities directed to the task of rearing one of equal magnitude, the whole would be accomplished in a few weeks.

I have said that no arts of importance have been lost, but perhaps this assertion is rather too general. There is one which may be considered an exception—I allude to the ancient art possessed by the few, of enslaving and brutalizing the many; the art by which a single individual, invested with the magic of kingly power, was enabled to compel thousands of his subjects, through the course of a long reign, like beasts of burden, to haul materials and heap up piles of huge stone, which might transmit to posterity the fact that a worm like himself had lived and died. The pyramids of Egypt, venerable as they are with the age of accumulated centuries, are melancholy monuments of human degradation, of human vanity and cruelty.

☞ The Ohio Central Railroad Company will pay a dividend of 4 per cent. on their capital out of the earnings of that portion of their road between Zanesville and Columbus, for the period of five months and twelve days.

Literary Notices.

DE BOW'S REVIEW — INDUSTRIAL RESOURCES, &c.—We have received the June number of this periodical, containing the usual amount of valuable statistical matter, relative to the growth and progress of our country.

HUNT'S MAGAZINE, FOR JUNE.—We omitted to notice the reception of this valuable periodical, which should find a place upon the office table of every man of business. No similar work is published in the United States, and it is deservedly popular.

☞ The attention of the public, and railroad officers particularly, is called to the advertisement in our columns of the *New Large Map of the State of Ohio*, in course of publication by Messrs. E. Mendenhall & Co. It will be the most complete Map of the State, embracing railroads, canals, &c., &c., correctly delineated, and can be recommended for correctness, as the Publishers have taken means to procure ample and authentic information.

NOTICE TO CONTRACTORS.

FREMONT & INDIANA RAILROAD.

SEALED PROPOSALS will be received at the Engineer's Office in Fremont, until the 20th day of July next, at noon, for the Grubbing, Clearing, Grading, Masonry, Bridging, and Cross Ties for said road, from Fremont to Lima; 66 miles.

The line will be divided into sections of about one mile each, and bids will be received for one or more, or the whole.

Propositions for completing the entire line ready for business, are also invited.

The Company reserves the right to reject any and all proposals that are not considered satisfactory.

This road, running through a populous and healthy country, where supplies are cheap and abundant, offers unusual inducements to Contractors.

Maps, Profiles, Plans, and Specifications will be ready for examination on and after the 15th day of July. A. BROOKS, Chief Eng'r.

Fremont, June 23, 1853.—je30-3t.

IN COURSE OF PUBLICATION.

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Size of the Map, 58 by 55 inches. Will be ready for delivery by the 15th August.

☞ Price—Mounted, $6. In Pocket Case, $4.

Cincinnati, Hamilton & Dayton R. R.

ARRANGEMENT.

ON and after June 1st, and until further notice, Passenger Trains will run as follows:

From the Sixth Street Depot, Cincinnati.

Leave at	7	A. M.,	arrive at	Dayton	9	30	A. M.
Do	2	P. M.,	do	do	4	30	P. M.
Do	4	P. M.,	do	do	6	35	do
Do	5 45	P. M.,	do	do	8	25	do

From the Passenger Station, Main Street, Dayton.

Leave at	5	A. M.,	arrive at	Cincinnati	7	45	A. M.
Do	8	A. M.,	do	do	10	30	A. M.
Do	5 30	P. M.,	do	do	8		P. M.
Do	9	P. M.,	do	do	11		P. M.

The 7 A. M. TRAIN FROM CINCINNATI connects at Hamilton with Eaton and Hamilton Railroad to Richmond—also at Hamilton with Stages for Oxford, Liberty, Connersville, and Rushville, Ind. Connects at Dayton with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points, and at Sandusky with Steamer Bay City, for Detroit and Chicago, and at Clyde with Toledo, Norwalk and Cleveland Railroad, for Toledo and Chicago. Also at Dayton with Dayton and Michigan Railroad to Troy, and at Troy, with stages for Piqua and Doyle's Packets for all points on Wabash and Miami Canal. Also, at Dayton, with Greenville and Miami Railroad to Greenville.

The 2 P. M. trains from Cincinnati connect at Dayton 4.30 P. M. with way train of Mad River and Lake Erie Road for Springfield, Urbana, Bellefontaine, and Huntsville, and with Dayton and Western Railroad for New Paris, Richmond, and Centerville.

The 4 P. M. train from Cincinnati connects at Hamilton with Eaton and Hamilton Railroad to Eaton and Richmond; also at Dayton with Dayton and Michigan Railroad to Troy.

Passengers for Indianapolis, Terre Haute, Lafayette, etc., taking either 2 P. M., 4 P. M., or 5.45 P. M. trains from Cincinnati, sleep at Dayton, and leave Dayton via Greenville, at 6 A. M., arriving at Indianapolis 12 noon, and Terre Haute and Lafayette 5 P. M.

The 8 A. M. train from Dayton connects at Dayton with train of Mad River and Lake Erie Railroad from Huntsville.

The 5.30 P. M. train from Dayton connects at Dayton with train of Mad River and Lake Erie Railroad from Toledo and Sandusky.

The 9 P. M. train connects at Dayton with trains from Indianapolis, Terre Haute, Lafayette, Sandusky, and Detroit. This train will stop only at Middletown and Hamilton.

The 5 A. M. train from Dayton, and 5.45 P. M. from Cincinnati, will stop at all regular stations, and at Center Town, Spring Grove, Ludlow, Princeton, Pike, and Schenk's Crossing, when signal is made.

Omnibus Lines at Carlisle connect with 7 A. M. and 4 P. M. trains from Cincinnati, for Franklin, Springboro, and Germantown.

Freight trains leave Cincinnati for Eaton at 12.30 P. M.
Do do Dayton at 6 A. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 P. M.

FARE—To Hamilton	$0 60	To Dayton	$1 50
Indianapolis	3 50	Springfield	2 00
Greenville	2 50	Sandusky	4 75
Terre Haute	5 50	Lafayette	5 50
Toledo	5 75	Detroit	6 75
Chicago	11 50		

For Tickets and information, apply to W. A. LATHAM, southeast corner Front and Broadway, or at Ticket Office, at Sixth Street Depot.

Passengers will be called for at any part of the city, by leaving their address at the Ticket Office, southeast corner Broadway and Front streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

June 1st, 1853. HENRY O. AMES,
mr3*6 Superintendent.

IMPORTANT TO

RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

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SUMMER ARRANGEMENT.

TO COMMENCE MAY 16TH, 1853.

Four Passenger Trains Daily, Sundays Excepted.

TRAINS run by Columbus time, which is seven minutes faster than Cincinnati time.

Until further notice, Passenger Trains will leave the Depot on East Front street, as follows:

Express Train at 6 A. M.
Accommodation Train at 7.30 A. M.
Hillsborough Train at 2.30 P. M.
Mail Train at 5 P. M.

For Linwood, Plainville, Milford, Loveland, Foster's, Deerfield, Morrow, Fort Ancient, Oregon, Corwin, and Waynesville, Spring Valley, Xenia, Cedarville, Selma, South Charleston, London, West Jefferson, Columbus, Yellow Springs, and Springfield.

Returning from Columbus—

Mail Train will leave at 4.05 A. M.
Express Train will leave at 1.30 P. M.
Accommodation Train will leave at 5.15 P. M.
Returning from Hillsborough at 7 A. M.
Returning from Springfield at 5 A. M.
Returning from Springfield at 4.30 P. M.

TRAINS WILL STOP AS FOLLOWS:

Express Train, 6 A. M., from Cincinnati, at Loveland, Morrow, Xenia, London only; 1.30 P. M. from Columbus, at London, Xenia, Corwin, Morrow, Loveland, and Plainville only.

Accommodation Train, 7.30 A. M., from Cincinnati, and 5.15 P. M. from Columbus, at Plainville, Milford, Miamiville, Loveland, Foster's, Deerfield, Morrow, Fort Ancient, Freeport, Corwin and Waynesville, Spring Valley, Xenia, Cedarville, Selma, South Charleston, London, and West Jefferson. Also on proper notice by flag or to conductor, at Linwood, Claysville, Florence, and Alton.

Mail Train, 4.05 A. M. from Columbus, and 5 P. M. from Cincinnati, at West Jefferson, London, South Charleston, Selma, Cedarville, Xenia, Spring Valley, Corwin and Waynesville, Freeport, Fort Ancient, Morrow, Deerfield, Foster's, Butterworth's Water Station, Loveland, Milford and Plainville. Also at Claysville, Florence, and Alton, on notice.

Hillsborough Train, at 7 A. M. from Hillsborough, and 2.30 P. M. from Cincinnati, at Lynchburgh, Westboro, Blanchester, Goshen and Wilmington pike, Loveland, Polktown, Miamiville, Milford, Plainville, and Linwood. Also on notice at flag stations.

Passengers for Hillsborough, Chillicothe, and intermediate points, will take the 2.30 P. M. trains.

Passengers for Springfield will take the 6 A. M. or 5 P. M. trains.

Lines of Hacks and Coaches run in connection with the trains to the following towns: Lebanon from Deerfield, Wilmington and Clarksville from Morrow and Corwin, and Goshen and points above from Milford.

The Trains connect with the Mad River and Lake Erie Railroad at Springfield, Columbus and Cleveland Railroad at Columbus, Central Ohio Railroad to Zanesville, and lines of Coaches from Zanesville to Wheeling, &c.

On Sundays but one train will run, leaving Cincinnati at 2.30 P. M., Columbus 4.35 P. M., stopping at all way stations, on notice.

Fare from Cincinnati to	Xenia		$1 60
"	"	Hillsborough	1 75
"	"	Chillicothe	3 75
"	"	Springfield	2 00
"	"	Cleveland	6 00
"	"	Shelby	4 75
"	"	Columbus	3 00
"	"	Zanesville	4 80
"	"	Wheeling	7 15
"	"	Pittsburgh	7 75

For further information and Through Tickets, apply to P. W. STRADER, Agent, at the Ticket Office, east side of Broadway, first door north of Front st., Cincinnati.

W. H. CLEMENT, Superintendent.

☞ The Company will not be responsible for baggage exceeding fifty dollars in value, unless the same be returned to the Conductors or Agents, and freight paid at the rate of a passage for every $500 in value above that amount. je30tf

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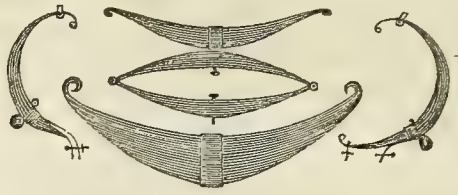
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All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.
NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y

HENRY H. SHIPLEY. WILLIAM SHIPLEY.
H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

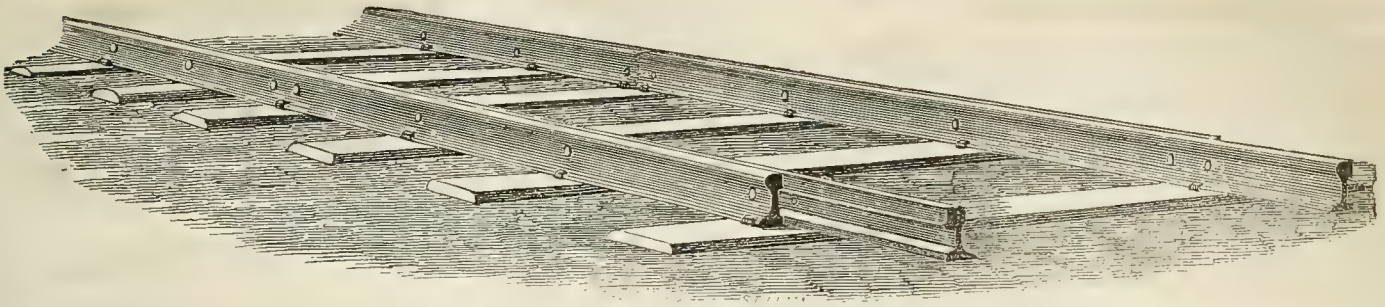
Lithography and Engraving.
RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,
Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

NEW WORKS
ON CIVIL ENGINEERING.
The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.
A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.
PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by
WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

CLINTON ROBSON & Co.
BRASS FOUNDERS,
No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.
STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.
Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

HEWSON & HOLMES,
Auctioneers & Commission Merchants.
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.
Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repair of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

NOTICE TO CONTRACTORS.

MARIETTA AND CINCINNATI R. R.

LETTINGS OF EASTERN AND WESTERN DIVISION.

PROPOSALS will be received up to the 12th of July, at the Engineer's Office in Marietta, for the Graduation, Masonry, &c., of the 7th and 8th Divisions of this Road, extending from Marietta to Zane's Island, opposite to the City of Wheeling.

The line will be divided into about one mile sections, on some of which there will be heavy Masonry, and other work worthy the notice of the most responsible contractors.

Plans, Profiles, and Specifications will be ready for examination at Marietta, and on the line of the 8th Division, near Wheeling, on and after July the 4th.

Proposals will be received at the same time and place for the construction of about twenty miles, being that portion of the road between Blanchester and Milford, fourteen miles out of Cincinnati on the Little Miami Railroad.

Plans, Profiles, and Specifications for this Division will be ready for examination at the Engineer's Office, in the Manchester Building, Third Street, Cincinnati, on and after the first day of July.

The line of the road from Marietta and Belpre to Blanchester, being already under contract, and well advanced in construction; the work now offered forms the only remaining link to complete the connection from Cincinnati to Philadelphia, by way of the Pennsylvania Railroad.

Recent subscriptions of $1,150,000 by the Pennsylvania Railroad Co., the city of Wheeling, and individuals, to the capital stock of the Company, will insure the prompt completion of this great work from Cincinnati to Wheeling.

WM. P. CUTLER, Pres't.
A. KENNEDY, Engineer.
Marietta, May 30, 1853.—je9-5t

FOR SALE.

A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000—will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

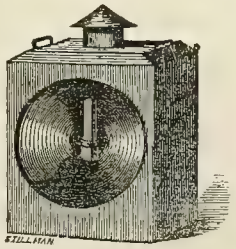
Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

ROBERT MAC LEOD,
Chief Engineer.
M'Connelsville, June 4, 1853. je16w5

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

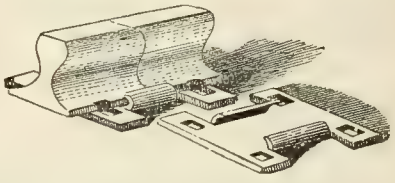
500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street, Cincinnati.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.
May 12-tf.

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Notice to Railroad Contractors.



PROPOSALS for Grading, Masonry, and Bridging of the Western Division of the Covington and Ohio Railroad will be received at the office of the Engineer at Guyandotte, Cabell county, Virginia, between the 20th and 30th of June next.

They will embrace about 45 mile sections with bridges over Twelve Pole, Guyandotte, and Mud rivers.

Also, between the 1st and 15th of July next, proposals will be received at Covington, Virginia, for the Grading, Bridging, and Masonry of that portion of the Eastern Division lying between the town of Covington and Hayne's farm, on Jackson river; a distance of 10 or 11 miles of very heavy work, including much heavy retaining wall, two large bridges over Jackson's river, and probably two tunnels.

The successful bids will be declared as soon as practicable after the 15th of July. Contractors will be required to commence the work at once, and finish within a year. Plans and Specifications will be ready between the 20th and 30th of June —names of securities must be given in the bid.

By order of the Board of Public Works.

CHAS. B. SHAW,
Chief Engineer of C. & O. R. R. Co.,
je9–1½*. Lewisburg, Va.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

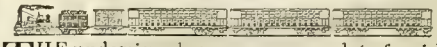
A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

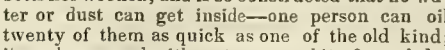
Notice to Railroad Contractors AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

TWO STEAM ENGINES For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIR

No. 64 Second St., one door west of Broad.. ay
†mr10

STEAMBOATS.

NEW ORLEANS AND TEXAS U. S. MAIL LINE

LOW PRESSURE STEAM SHIPS.

Louisiana	1300 tons		Capt. J. Smith.
Mexico	1200	"	Capt. H. Place.
Texas	1400	"	Capt. James Lawless,
Perseverance	1000	"	Capt. Thos. Forbes.
Yacht	500	"	Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;

Cincinnati,	" Kountz,	"	Saturday;
Brilliant,	" Grace,	"	Sunday;
Pittsburgh,	" Campbell,	"	Monday;
Messenger,	" Klinefelter,	"	Tuesday.

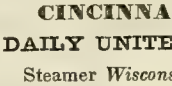
☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.

Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,-10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

†mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.

Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St., Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

Branch Office, No. 30 West Third St., Cincinnati, Ohio.

Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

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Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the July issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

EDITORIAL CORRESPONDENCE.

New York, June 29, 1853.

RAILROAD ROUTES FROM CINCINNATI EAST — CINCINNATI AND CLEVELAND LINE—CRESTLINE AND SHELBY INTERSECTION—NEW YORK AND ERIE RAILROAD — NEGLIGENCE — TRAVELERS BEWARE — PENNSYLVANIA CROSSINGS — HUDSON RIVER RAILROAD.

I have passed from Cincinnati to New York in as short a time as any one, and perhaps may aid the traveler by jotting down a few notes. In the first place, let me note the way in which one leaving Cincinnati may reach New York comfortably, as well as quickly. First, then, I lay it down as a principle, that in traveling a journey not exceeding three days in a continuous stretch, *the quickest way is the most comfortable*, even to an invalid. If, as some persons do, you stop a night somewhere, there are various drawbacks. In the first place, you lose time. In the next place, if the hotel be crowded, and the weather hot, you are no better off than in the cars. In the last place, there are many contingencies attending delay. Though none of the strongest, I acted on this principle. I was just *thirty-three hours* from Cincinnati to New York, which was performed in this manner:

Leave Cincinnati, via Little Miami R. R.	6	A. M.
Arrive at Columbus at	10	"
Do Shelby, (dinner,) at	12½	P. M.
Do Cleveland at	3½	"
Do Erie, Penn., (tea,) at	7	"
Do Dunkirk, (N. Y.,) at	9½	"
Do Owego, (breakfast,) at	7	A. M.
Do New York, (dinner,) at	3	P. M.

This is the route I took, but may be modified by passing on to Buffalo, and so to New York, or by passing a day at Niagara. Some persons prefer the steamboat from Cleveland. But not so do I. For, if you take the steamboat, you lose your regular train, and what do you gain? Precisely *nothing*. You may as well sleep (if you choose to do that) in a fine hotel at Buffalo, (where the cars will take you by 12 o'clock,) as to sleep on Lake Erie. Besides, on the shores of Lake Erie it is cool and pleasant in the warmest day, and the Lake Shore Railroad is one of the best in the country. The truth is, taking a steamboat at Cleveland in the evening is a clear loss, without any gain. I said you may take the Buffalo route, and unless the Erie Railroad has both more conscience and care than I have yet detected, the Buffalo line may be the best.

In reference to railroads generally there is nothing better in the country than the Little Miami Railroad in regard to either care, comfort, and speed. The Little Miami, the Hudson River, and the Lake Shore from Cleveland to Erie, stand at the head of the railroads of this country in every desirable attribute. I would include the Columbus and Cleveland, but for one *little* drawback. It *is* rough and uneven in some places. But, take the whole line from Cincinnati to Cleveland, and it is much superior to either the Erie or Central railroads of New York.

I must here note a change in the current of railroad traveling, which is but the precursor of greater ones to follow. The Ohio and Pennsylvania Railroad is now finished to Crestline. This is a very important railroad *fact*. A large number of passengers for Pittsburgh, and elsewhere East, now leave the Cleveland line there, and take the cars east. Large depots are building at Crestline, and the locomotives stand ready to go east and west. It appears quite evident that the central route—crossing through Crestline—is to do a large railroad business.

I mentioned the Erie Railroad. I must add that at Dunkirk my trunk was sent *on*, instead of being *delivered* at Dunkirk, and I have not received it yet. Both roads were to blame, and such neglect and carelessness ought not to pass without censure. The trunk was *checked* to Dunkirk. Of course it should be *delivered* there. But, in the hurry of competition with the Central Line at Buffalo, the baggage master of the Buffalo and State Line Road pitched everything out in three minutes, without a second look, and then started without an opportunity of an inquiry, or a look, on my part. The agent of the Erie Railroad was equally to blame in allowing this hurry, without knowing whether the baggage was really delivered or not; but especially in *not answering me*, when inquired of, as to how my trunk was to be obtained. I state this thing just as it occurred, that passengers may know a *check* is no protection against such gross carelessness as I have described. I shall be glad when the *direct* east route from Cincinnati to Philadelphia is completed, that we may not be compelled to *meander* through the State of New York, at such risk as I have described. When the direct lines to Philadelphia and Baltimore are completed, we shall see a very different movement East from what we now have.

The Pennsylvania Central Railroad is doing

an immense business, far larger in proportion to the *capital* expended, than either of the New York lines; and yet the *planes* are not yet quite got round, and the connection with the West not complete. When these things are done, you may imagine how vast will be the business of that work!

In crossing Pennsylvania, from Erie to the New York line—about twenty miles—the passengers must change cars twice, a petty annoyance, which is as useless as it is frivolous. There is a difference in *gauge*, in consequence of the different laws of Pennsylvania, Ohio, and New York.

I can not close this letter without adverting to the admirable management of the Hudson River Railroad. It is in *management* that railroad companies have an opportunity of showing a superiority of one over another; and it is quite remarkable what a difference there is among them in this particular. The Hudson River Railroad has probably carried more passengers than any road in the country; yet no serious accident to passengers has yet occurred, and the exact accuracy of their *time* movement is really marvelous. Yours, E. D. M.

Railroads.

RAILWAY CASUALTIES.

The constant reports of accidents, resulting in loss of limbs and death, upon our railroads, is strong evidence that there is something wrong in the manner in which our system of railroads is managed; there is some radical defect somewhere; and the subject should be sifted until a remedy can be had—even a partial one, if a complete one can not be found. The perusal of an article in the New York *Daily Times*, on this subject, gives us some faint idea of the amount of casualties on railroads in England, as compared with those of the United States, showing the following result, as compared with New York alone:

	Great Britain.	New York.
Passengers killed...	1 in 2,785,491	1 in 286,179
Employees killed ..	1 in 742,797	1 in 124,010
Others killed.....	1 in 1,392,714	1 in 45,929
Passengers injured .	1 in 234,568	1 in 90,739
Employees injured.	1 in 1,128,427	1 in 83,603
Others injured.....	1 in 3,301,323	1 in 79,155
Total killed	1 in 412,665	1 in 43,454
Total injured.....	1 in 183,406	1 in 28,078
Killed and injured..	1 in 126,973	1 in 17,425

"Here are certainly some very startling disproportions. In every instance, in regard to passengers, employees, and other persons, the number killed and injured by our New York railroads is very much greater than in England. The number of passengers killed in proportion to the whole number who traveled, is very nearly *ten* times as great—the number of employees killed over *six* times as great—and the number of other persons killed more than THIRTY times greater upon the New York than upon the British railroads! So, also, very nearly *three* times as many passengers, *thirteen* times as many employees, and over FORTY ONE times as many other persons, were injured without being killed, upon New York as upon British railroads. And without regarding the several descriptions of persons, *nine* times as many were killed, *six* times as many were injured, and *seven* times as many either killed or injured, in New York, in proportion to the whole number conveyed upon Railroads, as in the whole of Great Britain and Ireland, during the year 1852."

This immense disproportion certainly challenges attention, and substantiates our charge of a radical error somewhere in railroad affairs. Why this great difference should exist, and against our roads, too, we can not see, except that our roads are not so substantially constructed, nor so well officered.

Roads with us are let to contract, and, with few exceptions, hurried to completion, more with a view to an early return of outlay in the way of dividends, than permanency of the work—leaving the ballasting, graveling, &c., of the road until after it shall have commenced operations. The English roads are managed with less regard to *cost*, and more regard for *safety;* while upon our roads, the *almighty dollar* rules paramount. What matter is it that passengers are mangled and murdered for want of lights or signal men, so that a few dollars more may be added to the earnings on dividend day?

Why can not our roads—which cost less in construction, can be run at less expense, pay better dividends, and the shares of which sell at higher prices in the market—be as safe as those of England? Why can not our roads be made as well as theirs? Our engineering skill is as competent, and our means as abundant. What reason, then—for excuse there is none—can be given for the waste of human life upon our roads? None—except the *go-ahead* principle which seems a portion of the Yankee character—that principle which goes ahead at the cheapest possible *pecuniary* cost.

The New York Legislature has reported a very stringent act to prevent the occurrence of these accidents, a summary of which we give herewith. "It constitutes the State Engineer the State Superintendent of railroads; empowers him to demand at any time such reports or information from railroad companies as he deems necessary or desirable; imposes a fine of one thousand dollars per day upon any company that refuses to give such information, and gives to railroad companies authority to frame by-laws for the government of their employees and the regulation of passengers. All accidents or collisions are to be regarded as *prima facie* evidence of negligence, and the onus is thrown on the company to prove that they are not the result of such negligence. Every drawbridge on the line of a road must be in charge of a suitable person, who is not to suffer it to be opened either fifteen minutes before the expected arrival of a train or until twenty minutes after said train shall be overdue. All trains five minutes or more out of time are to come to a full stop before crossing a drawbridge. The condition of the bridge is also to be shown by red and white signal boards, one of which is to be placed half a mile from each end of the bridge. Fine and imprisonment are prescribed as the penalty for the violation of any of the provisions of the act."

These restrictions are very good, so far as they are practicable and effectual. But the grand remedy, it strikes us, must strike still deeper, and enter into the construction of the road. The crossings of turnpikes, roads, and other railroads, must be looked to. How frequent are the accidents occasioned by trains running into vehicles, killing passengers and horses. Such accidents are unheard of in England, for the simple reason that no road can cross any turnpike or other road upon a level; it must go either over or under, thus leaving the highway clear. Nor do we hear of whole trains thrown from the track by cattle. Why? Because the whole line of the road is fenced in, and properly guarded. When will our roads be fenced in? As we remarked on a previous occasion, only when railroad directors learn that there is more economy in the prevention of accidents, than in paying for them.

CLEVELAND, MEDINA AND TUSCARAWAS RAILROAD.—The Norwalk *Experiment* says: "At the stockholders' meeting of the Toledo, Norwalk and Cleveland Railroad Company, held in this place on Thursday last, it was decided to lend their credit to the Cleveland, Medina and Tuscarawas Railroad, in the way of indemnifying the payment of interest upon $100,000 of their first mortgage bonds, to enable said Company to procure iron. This road, it will be recollected, connects with the Cleveland, Norwalk and Toledo Road at Grafton, and can not fail to prove an important auxiliary. The Cleveland and Columbus Company endorse a similar amount of bonds."

The work upon this road is progressing well — several miles, we learn, being about ready for the iron. The deep *cut* and *fill* at the west end of our village is being completed as fast as the nature of the work will permit—the dirt cars and all the hands that can be profitably employed being constantly at work. This, we believe, is the greatest excavation between the connection of this road with the Cleveland, Columbus and Cincinnati Road and New Philadelphia. We learn from reliable authority that the iron will be on hand as soon as the road can be prepared for it. "Clear the track when the bell rings!"

ATLANTIC AND OHIO RAILROAD.

From the *Statesman* we gather the following particulars relative to this road:

It is to commence on the Ohio and Pennsylvania line, in Trumbull county, and pass through Warren, Massillon, Millersburgh, Knox county, to Columbus, and thence by the most favorable route to the Ohio river, opposite Maysville, Ky. It will be about 265 miles long.

This road will connect east, through Pennsylvania, with a line of road through Mercer, Venango, Elk, Clinton, and Lycoming counties, on through Williamsport and Cattawissa, to Easton, and thence by the New Jersey Central Road, which is completed, to New York city. This line is for more than two thirds of the way, from New York to the western line of Pennsylvania, either completed, or in rapid course of construction, and the balance of the distance is now in preparation to be put under contract soon. This line is from 175 to 200 miles nearer to the city of New York than the Lake Shore route.

At Maysville, this road will connect with the Maysville and Lexington Road, now approaching its completion. It extends on through Lexington, to Danville, Ky. At Danville there will probably concentrate longer lines of railroads than at any other point in the West; one southwest, through Memphis, Tenn., and Little Rock, Ark., toward Texas; one through Nashville, Tenn., to New Orleans; one through McMinnville, to Mobile and Pensacola, and one through Knoxville, to Savannah and Charleston.—There is no doubt but that these immense lines will pour a tide of travel over this part of the route.

Every road running through Ohio, from west to east, (except the Lake Shore Road) would be feeders to this road.

Most of the route to the Pennsylvania line has been surveyed, and it has been found unexpectedly favorable, there being no grades that will be more than forty feet to the mile.

Heavy capitalists are engaged in this enterprise, and they have the amplest assurances of help from Wall street. It is a great project, and will soon become a fixed fact.

☞ The Toledo *Republican* says: Four more new passenger locomotives for the Junction Railroad are now in Cleveland, and two more are to be in Buffalo this week. They are all from the Manchester, N. H., Locomotive Works, and are first class engines in every respect. Two are to go at work immediately upon the eastern end of the road, and two are to be brought here, via the Cleveland and Toledo road, this week, to go at work upon this end of the road. These six engines, added to the three now in service, will give the road ample machinery to prosecute its work to an early completion.

PACIFIC RAILROAD.

In our 18th number we gave extracts from Lieut. Maury's letter to the Memphis Convention upon the subject of the Pacific Railroad. The following item, in continuation of the subject, is very appropriate, as showing the vast importance of this connecting link in the *commerce* of the United States with distant nations. We take it from the Philadelphia *Inquirer:*

The Great Railroad of the Age—The Circuit of the Globe.—We are glad to learn that the Government authorities are exerting themselves to the utmost, in relation to the survey of the various railroad routes to the Pacific. The subject is one that must continue to engross a large share of the public attention for a long time to come. Indeed, the measure has already been delayed unnecessarily. We regard such a highway as is proposed, as not only of the utmost importance in a commercial point of view, but as absolutely essential to unite and bind the Union more closely together. The wonder indeed is, considering the distance between the Atlantic and the Pacific, and the ambitious and adventurous spirits who have pitched their tents upon the waters of the latter, that there has been no movement heretofore, looking to an independent organization, and chiefly because of the want of an overland route. It should be remembered, moreover, that distance is not calculated to strengthen the ties of affection, especially with a New World, so to speak, spread out before the eyes of the excited and the enthusiastic, and with an intervening space of thousands of miles between the early homes of boyhood, and the chosen abodes of maturer years. It is this view of the subject that deepens the interest which attaches to the proposed iron highway—an interest that must increase from year to year, until the full and final completion of the great and laudable work.

Mr. Kennedy, in an admirable report, submitted to Congress just before the close of the last session, stated some views that deserve to be repeated in this connection. He says that no scientific survey of any route west of the frontier of Missouri has yet been made, and it is not probable that any can be found that will bring the line of travel between the Mississippi and the ocean within the limit of sixteen hundred miles. The cost he estimates at $72,000,000—a large sum, it is true, but nothing in comparison with the magnitude and advantages of the enterprise. Thorough surveys of all the leading routes are now in progress, and the results will be submitted to the next Congress. If this road were completed, and the route continued westward by steamship to Calcutta, it would, according to Mr. Kennedy, reduce the time required for the circuit of the globe by the American overland route, to 93 days, as follows:

From San Francisco	4	days,
San Francisco to Hong Kong	25	"
Hong-Kong to Calcutta	6	"
Calcutta to Bombay	13	"
Bombay to England	35	"
London to New York	10	"
Total	93	days.

We repeat, the liveliest interest will be felt for the reports of the various surveying commissions, and then for the action of Congress.

GALLIPOLIS, JACKSON & CHILLICOTHE R. R.

We see by a notice in the advertising columns of the Gallia *Courier*, that the stockholders of this Company will assemble at Gallipolis on the 20th inst., for the election of officers. From a well written article upon this road, in the same paper, we see that the present officers are doing what they can to obtain aid in the construction of the road; but we gather also that they find subscriptions come in but poorly. We hope that, after the meeting of the stockholders, there will be more readiness to take stock; that such developments of the utility and value of the road will be made as to convince the most unbelieving.

Gallipolis is one of the oldest towns in the State, and is well located as a depot for the shipment of produce, and does now ship large quantities; but should this road be completed, its business would largely increase, the value of property would be largely enhanced, and wealth would consequently be the result.

Toledo and Illinois Railroad.—At a recent meeting of the stockholders of this Company, the following named gentlemen were elected Directors of said Company, for one year:

John Ross, President, Toledo;
J. C. Colton, Vice Prest., "
Warren Colburn, Chief Engineer, Toledo;
Matthew Johnson, Treasurer, "
John R. Osborne, Secretary, Norwalk;
William Baker, "
J. D. Phillips, Dayton.

Edward Whitehouse, of New York, was elected Assistant Treasurer.

A contract was also entered into with A. Boody & Co., for the construction of this road to the Indiana State line, where it will connect with the Lake Erie, Wabash and St. Louis Railroad, both roads together forming one line from Toledo to St. Louis. The road is to be completed from Toledo to Fort Wayne within one year from this time.

Cleveland, Painesville and Ashtabula Railroad.—The Directors have issued notice that the Company has called in the remaining 40 per cent. of their last issue of stock, payable on the 1st of September next. Any stockholder may pay the same, either in one payment, on the 1st of July or 1st of August, and become entitled to share pro rata on the dividend, as stock from the date thereof. Payment is to be made either in New York, to Messrs. Winslow, Lanier & Co., or at the Company's office at Cleveland.

☞ Linn county, Iowa, has voted, by a large majority, a subscription of $200,000 for railroad purposes—thus following, with commendable zeal, the noble example of Muscatine and Dubuque counties.

GALENA AND CHICAGO UNION RAILROAD.

From the Sixth Annual Report of this Company, we gather the following particulars. The road has been in operation to Rockford, 92 miles, since the first of August, at which time the first and second divisions were consolidated.

The receipts for the year ending May 1st, 1853, were.....	$473,548 21	
Surplus, May 1, 1852..	48,115 57	
		$521,663 78
Expenses operating road	187,396 39	
Dividends Aug. and Feb.	149,973 54	
Int. and dep. 1st div....	90,860 10	
		428,230 03
Surplus May 1, 1853.....		$93,433 75

The third division will be opened to Freeport about the 1st of August, and immediately after 35 miles of the Illinois Central Road will be laid directly west of that place. The branch road to Beloit will be opened in October. The lateral route or branch of the road from the Junction (30 miles from Chicago) west to the Rockford and Rock Island Road, a distance of 48 miles, is unde contract, and will be completed in January. This will be an important part of the great trunk line leading from Chicago through Central Iowa, and is designated as the Galena and Chicago Air Line. An increase of $500,000 to the capital stock of the Company has been authorized, to be taken by the present stockholders. The business of the road will be greatly augmented another year, by its connection with roads now in the progress of construction, and an additional track is recommended from Chicago to the "Junction," or to Elgin. With the new stock, and the convertible bonds outstanding, the whole stock of the Company, when full paid, will be $2,595,700.

ROCK ISLAND AND CHICAGO RAILROAD.—The track of this road from Peru to Rock Island is graded nearly the entire route. The iron to complete the road has been purchased, and sufficient has just arrived in New York to finish it to Sheffield, 45 miles from Peoria. Nine ship loads are now on the way across the ocean, enough to complete the road to Rock Island. By the 1st day of September, it is expected the cars will be running to Sheffield, and by the 1st of October, to Geneseo, 25 miles from Rock Island.

Mr. Warner, the contractor for the bridge over Rock river, thinks he will have it finished by the 1st day of October.

The contractors are still of the opinion that the entire road will be completed to Rock Island, and the cars from Chicago will enter that city in the month of December next.

BLACK RIVER AND UTICA RAILROAD.—The city of Utica, by a vote of 768 to 20, has agreed to subscribe $250,000 to this road, and thus its construction is secured. It connects the river St. Lawrence, at French creek, Clayton, Jefferson county, with the Central Road at Utica—thus affording another communication for the West.

MONTGOMERY, ALABAMA.

NORTHERN RAILROAD CONNECTION.

The Montgomery *Advertiser and State Gazette* has an article upon a *northern* connection by railroad from that city, in which the necessity of such a road is fully established.

The road now proposed to run north and south through Alabama, does not touch Montgomery, leaving it some miles to the east.—The road from Pensacola has its northern terminus at Montgomery, and it is also on the line of eastern and western railroad connections through the State, but has no northern outlet.

The *Advertiser* says to the citizens:

"We feel too deep an interest in the prosperity of Montgomery, and are too sensible of the superior advantages of railroads, to fail in presenting feasible projects of that kind for your consideration. We intend to agitate till our citizens are thoroughly aroused, and give assurance, by liberal subscription and earnest efforts, of a determination to lay railroads under contribution to their interest."

It urges this connection as a *social* measure, a *commercial* measure, and a *political* measure.

As a *commercial* measure, it says:

"In this aspect its importance and value are at once apparent and striking. It will increase trade—open new branches of business, and bring to our market people that don't visit us now for purposes of traffic.—Cotton will come *en route* for the Gulf, instead of pursuing the tortuous course to New Orleans. The bacon, fruit, wheat, &c., will follow the same channel. The regions through which it is contemplated this road will pass, till now sparsely settled and but little developed, will then rapidly fill up with an industrious population, and the productions of every description be greatly multiplied. Montgomery, the recipient of that trade, will continue to prosper—her market become more desirable—capitalists will be attracted thither, and the expectations of the sanguine be realized."

As a *political* measure, it says:

"Such an enterprise is necessary to develope the minerals and metal which exist in great profusion between us and the Tennessee river. * * These inexhaustible beds will never be properly worked and their value known without a cheap and speedy mode of transportation to a large market. Coal, iron, marble, &c., are very heavy, and are largely affected by transportation. Railroads more than any other mode of conveyance, have operated to the proper development of these sources of wealth in Europe and America, and such will be the case in this State. We reiterate our views previously expressed relative to the great and increasing demand for iron—the necessity of starting new mills and the advantages for that branch of business offered in the mineral and metal regions of Alabama. We assert, too, that lime superior in quality, and in any quantity, can be manufactured in this State, and will be done when a cheap mode of transportation is effected. Coal, too, for every purpose to which it is applied, can and will be obtained when the cost of taking it to market is reduced to proper cheapness, such as this road would accomplish. Such development will unquestionably add to the wealth and importance of Alabama, and place her in her true position.

"If State aid is to be extended to any railroad, this is certainly the right class. It would not be confined in its benefits to a particular city, town or section, but benefit three large sections of the State—in other words, it is a State enterprise. * * The State, it is claimed, should assist in developing her immense agricultural, mineral, metal, commercial, and manufacturing resources. She can promote this object by uniting the great divisions of the State by means of railroads. One road from extreme North to extreme South Alabama, and another from extreme East to extreme West Alabama, will be sufficient. Population will assuredly be attracted—the soil becomes more valuable and better cultivated, and the cities and towns off the lines will construct branch roads to intersect these great trunks."

We heartily coincide with the *Advertiser* as to the necessity of such an outlet toward the North for the city of Montgomery. There can be no question that the benefits resulting therefrom would be almost incalculable, and we feel assured that those interested in the progress and welfare of that city will not hesitate now that the opportunity is afforded them.

NEW YORK AND WESTERN RAILROAD CO. A gigantic Company, under the above name, has been chartered in New York, with a capital of $12,000,000, for the purpose of building a railroad from Hoboken to Canandaigua, through the counties of Rockland, Orange, Ulster, Sullivan, Delaware, Otsego, Chenango, Cortland, Cayuga, Seneca, and Ontario. The subscription required by the law has been filled up, and the documents of the organization filed at Albany. This road will be 267 miles in length; will run about equi-distant between the Erie and Central lines, and will afford railroad facilities to a large and rich district of country, now without such facilities. At Canandaigua the road will unite with the Canandaigua and Niagara Falls Road—making a line from New York city to the Falls 90 miles shorter than the line by the way of Albany. The preliminary surveys have been made, and a feasible line formed, with no grade over 45 feet.

This road was spoken of in our fourth issue, page 53, under the head of "Important Project," and contains further particulars.

DAYTON AND MICHIGAN RAILROAD.—The Toledo *Republican* says: Troy and Piqua have come to terms, and the route of the road has been finally and permanently determined. It goes to Piqua, thence to Hardin, in Shelby county, leaving Sidney some five or six miles to the right; thence through Waupakonetta, Lima, &c., to Toledo. We are told that the contractor has bound himself to have the road ready for laying the iron as far north as the Bellefontaine and Indiana Road in ninety days, and that the whole work will be put through with corresponding energy.

RAILROAD EARNINGS.

MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R.

The earnings of these Companies for May were:

From passengers and mails	$93,557 50
From freight and miscellaneous	51,947 93
Total	$145,505 43

The gross earnings for *five* months ending 31st May were $453,861.27.

The earnings for *eleven* months, being from the time of opening the road to Chicago, have been $968,532.75.

The fiscal year closed on the 30th June, last, and from present indications, the total gross earnings for the year will exceed $1,000,000.

RAILROAD DIVIDENDS.—The following are the annual average dividends for five years, of twelve of the principal New England railroads:

Boston and Providence	5.90
Boston and Worcester	7.00
Boston and Lowell	7.90
Taunton Branch	8.00
N. Bedford and Taunton	6.90
Western	7.70
Eastern	7.90
Boston and Maine	6.60
Fitchburgh	7.50
Connecticut River	5.90
Fall River	5.00

PEORIA AND OQUAWKA RAILROAD.—The following gentlemen were elected officers of this Company:

Rudolphus Rouse, President, Peoria;
J. P. Hotchkiss, Treasurer, "
Washington Cockle, Secretary, "

Contracts, on quite favorable terms, have been made for the entire completion and equipment of the road east of Peoria to Middleport. The first section, from Peoria to the Mississippi and Chicago Road, about 50 miles, has been taken by Messrs. Cruger, Bucknor, Hurry & Secor, of New York.—The section from the Mississippi Road to Middleport has been taken by Messrs. Weld & Co., of Boston. The remaining distance, from Middleport to the State line, will be built by the Logansport and Pacific Company.

☞ An exchange says: Georgia has, at this time, one thousand and fifty-three miles of railroad completed, or to be completed within a few months; her population has increased from 516,000 in 1830, to within a few thousands of a million; thousands of acres of land, hitherto inaccessible and worthless, have been redeemed and made habitable; the value of property has been enhanced a hundred fold, and wealth, prosperity and abundance have, within the past few years, signalized this Commonwealth, obtaining for her the proud appellation she so justly merits, of being the "Empire State of the South."—All this has been accomplished by her railroad system.

FREMONT AND INDIANA RAILROAD.—We call the attention of contractors to the notice published in to-day's paper, for proposals for building that part of this road which extends from Fremont, in Sandusky county, O., to Lima, in Allen county,—a distance of sixty-six miles. This division of the road runs through fertile and populous portions of the counties of Sandusky, Seneca, Hancock, and Allen. The grades are remarkably light and the route almost a bee-line. It passes through three county seats, and the flourishing village of Rome, in Seneca county. At Lima, this road connects with the road now in the course of construction from Dayton to Toledo, and forms, by that connection, the shortest route from Cincinnati to Lake Erie. It is also proposed to extend the road to Union on the Bellefontaine and Indianapolis Road, making important connections at that place with the West and Southwest, and affording the most direct route from that point to Cleveland and the Lake Shore Railroad. At Fremont, the road connects directly, by lines already finished, with Cleveland, Toledo and Sandusky. Subscriptions sufficient to ensure the completion of the road, have, we are informed, already been secured.

MAYSVILLE AND PLEASANT VALLEY RAILROAD.—From our exchanges we note that a meeting was held at Pleasant Valley on the 23d ult., in relation to this road. From what we can gather in relation to it, it is intended to be the eastern extension of the Bellefontaine and Delaware Road, mentioned in our 17th issue, page 263.

The following resolutions were adopted, among others, viz.:

Resolved, That in the opinion of this meeting, the interests of the Bellefontaine and Delaware Railroad Company will be best promoted by extending their line from Maysville to Pleasant Valley.

Resolved, That we will aid the Directors of the Company in making a survey of the line from Maysville to Pleasant Valley, and that we will contribute liberally in the way of *material aid* to its construction.

Resolved, That Thomas Jones, Charles McCloud, and Lorenzo Beach, be appointed a committee of correspondence on this subject, and that they be instructed to open a correspondence with Luther Smith, Esq., President of the Bellefontaine and Delaware Company, immediately.

The completion of this road, if constructed, will give still another outlet from Union to Columbus, through an entirely different section of country.

HENDERSON AND MEMPHIS—ANOTHER RAILROAD.—From the Henderson *Banner* we learn that at a recent meeting in Henderson, Willard Carpenter, Esq., of Evansville, made a speech advocating the construction of a line of railroad between Henderson and Nashville direct, a distance of some 200 miles. What action was taken in the matter, the *Banner* does not say.

CENTRAL MILITARY TRACT RAILROAD.—We learn from the Chicago *Tribune*, that the annual meeting of the stockholders of this Company took place at Galesburgh, on the 1st ult., when the following Board of Directors was chosen for the ensuing year:

J. W. Brooks, Henry Ledyard, J. F. Joy, G. V. N. Lathrop, Detroit; L. H. Burch, C. G. Hammond, John H. Kinzie, Chicago; C. S. Colton, S. Willard, J. Bunce, J. F. Dunn, Galesburgh; W. McMurtry, Henderson.

The stockholders voted to increase the capital stock of the Company to $1,000,000.—The Directors present held a meeting on the same day, and organized the Board by electing J. W. Brooks, President, and David Sanborn, Secretary.

JUNCTION INDIANA RAILROAD.—We learn that over $750,000 of stock have already been subscribed to this road, and that 17 miles of the line, lying between Connersville and Rushville, comprising all the heavy work not before put under contract, has been let to Messrs. Bates and Neal, at fair prices. The portion recently let, together with the previous letting, covers some 39 to 40 miles now under contract. The balance of the line, from Hamilton, O., to the State line, and from Rushville to Indianapolis, will, by an order of the Board, be placed under contract by the early part of August next.

LAWRENCEBURGH AND UPPER MISSISSIPPI RAILROAD.—We regret to notice that E. L. Wentz, Esq., recently appointed Superintendent upon this road, has sent in his resignation. We have no personal acquaintance with him, but being a man of enterprise, and fully comprehending his business, he was peculiarly fitted for the post he held upon that road. The recent rapid progress in the completing of this road is strong evidence of his ability, and the Board of Directors should have allowed no minor considerations to have induced him to leave. We also notice that the Directors of the New York and Erie Road, upon which he was formerly employed, are anxious that he should return.

COPPER ORE.—The Buffalo *Commercial Advertiser* states that the steamer Lady Elgin, on her last trip, brought down a lump of native copper, taken from the Minnesota mine, Lake Superior, weighing 5,072 pounds. This piece was mined with about eighty tons more of similar mass copper, and was a curiosity well worth seeing.

☞ The County Court of Kenton county, Ky., has ordered a vote to be taken on the first Monday of August next, on the proposition to loan the credit of the county to the Covington and Lexington Road, to the amount of $100,000.

Erie and New York City Railroad.—This road, we learn from the Chatauque *Democrat*, is being prosecuted vigorously, and will be speedily constructed. It is the design of the Directors to have a portion of the road completed by the 1st of January next. Thus far the people along the line, in the counties of Cattaraugus and Chatauque, have alone taken the stock, no foreign subscriptions having been solicited. The road leaves the city of Erie and the Lake Shore roads, by an almost direct east line, with light grades and curvatures, running the distance of eighty miles, until it strikes the New York and Erie Railroad, at the mouth of the Little Valley creek on the Allegheny river, at the very base of the most northerly spurs of the Allegheny mountains—thus saving material distance over more northern routes, and avoiding the difficulties that more southern routes must encounter. Hon. Benj. Chamberlain, of Cattaraugus county, is the President of the Board—a gentleman of large means and great energy. Whatever he undertakes must succeed.

Miscellaneous.

NEW JERSEY ZINC.

A recent article in *Hunt's Merchants' Magazine* furnishes a variety of interesting details respecting the origin, production and value of New Jersey Zinc and Franklinite. It seems that the New Jersey Zinc Company was organized in the year 1848, after repeated failures among other parties during some fifty years past. The rich Zinc mines of that State are now turned to practical and profitable account; so much so, that, after long and expensive, but never discouraging, experiments, the sales of Zinc paint during the first ten months of 1852, amounted to $185,577. This was the first year of comparatively perfect machinery and operation; and the Company was not able to meet the press of orders, though the works at Newark turned out ten tons of paint per day.

The mines are about thirty-five miles from Newark, and at present the ore is carted eight miles, and thence conveyed by water to the paint works. The ore is placed in heaps and roasted, for the purpose of softening it. It is then ground into small pieces, mixed with an equal quantity of coal, and put into smelting furnaces, from which is produced the white oxyd of zinc.

These mines, situated in Franklin, Sussex county, are said to be the only mines of pure oxyd of zinc known. They are mixed in their deposits with other minerals, chiefly Franklinite, and the two abound to such an extent that exhaustion for centuries seems out of the question.

According to the reviewer, the injurious properties of white lead are entirely avoided by the use of Zinc paint:

"Here was a new field indeed. The known poisonous and other deleterious properties of lead, seemed to define the mission of the Zinc Company, and to demand that it should first become a creator of healthful and more durable, as well as a cheaper paint.

"When the Zinc Company commenced operations, they had comparatively no data to go by. The Zinc paint introduced in France by the discoveries of Le Clair and Sorel, for which they were awarded the cross of the Legion of Honor and other dignities, though subsequent to the use of a perhaps inferior article, collected through some experiments, (not for that purpose) many years since, and used on the mansion of the late Hon. Samuel Fowler of New Jersey, then proprietor of the Zinc mines, being manufactured by a double process, first resolving the zinc (carbonate) to metal, and then extracting the oxyd, gave little benefit to the American enterprise."

Of the strength of the Franklinite, the writer says:

"The admixture of Zinc with the Franklinite, is found to destroy its tendency (if it otherwise had any) to granularize, and render it thoroughly fibrous, making it when thoroughly worked into iron, the toughest and strongest that has ever been tested. According to Tredgold's test, the Franklinite stands thus:

	An inch square bore
Best Swedish bar iron	72,840 lbs.
Inferior	53,224 "
Best English	61,660 "
Inferior English	55,000 "
American Franklinite	77,000 "

It has been tested in Baltimore and other cities, with similar results, and a French test in the Government Marine Forges, made the difference in favor of Franklinite much greater. We have seen it variously tested, every species of trial only adding to the proofs of its wonderful nerve and strength.

A New Light.—From the Foreign Correspondence of the Mobile *Advertiser*—by-the-by, one of our most welcome exchanges—we take the following notice of a new light for vessels, cars, &c.:

Among the companies recently started here, is one termed the "Electric Power and Color Company." For sometime after the stock had been taken up, few had any idea as to the precise objects and nature of the company, but it now appears that they have purchased some three or four patents of a most valuable nature, in which electricity is used as the agent for light and coloring. The first sale of a right was made a few weeks since to the Citizen Steamship Company, whose boats ply on the Thames. One of these was fitted with one of the Company's Electric Lamps and Parabolic Reflectors on each paddle-box, and at 9 P. M. started from London Bridge for Gravesend. The night was dark as Erebus, but no sooner were the lamps put in order than both sides of the river were illuminated up, as though by magic. So intensely vivid and powerful was the light that the smallest object on the water and on the shore could be discerned within a circle of at least a quarter of a mile. The light is very cheap, and will undoubtedly soon come into general use.

CLIPPER SHIP SOVEREIGN OF THE SEAS.

The "clipper ships" of the United States are at this time creating a great change in the navigation of the seas, especially between very distant ports. The reports of their speed are so wondrous many times as almost to surpass belief. We give the following in verification from the Boston *Atlas* of the 7th.

One of the most experienced and best educated shipmasters belonging to New York, having expressed strong doubts about the reported speed of this ship, Captain McKay handed him his log that he might see for himself. The following letter, which Captain McKay subsequently received from him, speaks for itself, and we beg leave to call Lieutenant Maury's attention to it:

New York, May 31, 1853.

My Dear Sir:—I have calculated the distance run by the Sovereign of the Seas, from your observed altitudes, with great care and attention. It is useless to reckon from noon to noon when exactness is required, and I have therefore taken the distance made between the observation on the morning of the 17th of March, and that of the afternoon of the 18th. The result is as follows:

POSITION OF SHIP.

	h.	m.	s.		lat. s. °	″	lon. w. °	″
17th, at	10	21	59	a. m., mean time,	50	26	102	56
18th, at	3	31	13	p. m., do	52	15	90	15
Diff'ce	29	09	14		1	49	12	41

Taking the middle latitude, a degree of longitude is 37.8 miles, making the departure to the eastward in 29h. 09m. 14s. to be 479.4 nautical miles, and the southing 109 miles likewise, which gives course and distance as follows: S. 77 deg. E., 482 miles, or as nearly as possible 17 knots per hour. In statute miles this is 569.7 miles, or about 19.7 miles per hour.

No allowance is here made for the ship having lost time by running to the eastward, but the calculations are based upon 29 hours, whereas in reality it is 28h. 18m. 30s., which gives a rate of sailing, according to minute exactness, of 17.385 knots, or 20.141 statute miles per hour.

If you can travel at the same rate on your next passage, you will go to Liverpool in just a week! Hoping that you may astonish those natives with some such performance,

I remain yours, truly, J. C.

Captain L. McKay.

This is the highest verified rate of speed ever attained by any ship or ocean steamer, and we state with pride that the ship which performed this unrivaled feat was designed, modeled, and built by a Boston mechanic.

Large Steamer.—On the 24th of May last, the iron steamer Himalaya, of the Peninsular and Oriental Co., was launched at London. The dimensions of this noble craft are as follows: Length over all 340 feet; keel 311 feet; burden 3450 tons; engine 700 horse power.

Her builders have fitted her with all the recent improvements, and offer heavy wagers on her average speed being fully twelve miles per hour.

SINGULAR PHENOMENON.

A correspondent of the *Tribune*, writing from Dundee, C. W., makes mention of a singular obstacle to the progress of the work on the Great Western Railroad. The following is his account:

"At Capetown, five miles from here, as they were digging through a swamp, they came across a stream of quicksand, and another substance so fine that you can not feel the least grit to it, and on putting your hands in it, they become, as it were, greased. The stream is of a pale lilac, and so fine is this substance, which colors the water, that it will not settle to the bottom of the stream, as it flows along toward the lake. The result of all this is yet to be seen. As this substance runs out from below, the top of the ground falls. The track they had laid for drawing in the dirt cars on, has in many places fallen in, leaving the ends of the rails sticking out in some places, while in others they have been swallowed in toto. It is a curiosity to behold the springs at the source of this singular fluid. It boils up like a pot over a fire, depositing the heavier particles around the mouth of the crater, until it assumes the shape of a mound, the top of which is flat, and in boiling motion. In the center of these mounds or springs you can feel for the bottom in vain with sticks of 10 or 12 feet, and I am not prepared to say that it is not the bottomless pit. In many places are to be observed sand of various colors boiling up in the center and returning by an exterior way to where they came from, to be again brought to the surface through the center. The sand being of different colors, makes the cone seem continually striped, and ever changing those stripes, which makes a most beautiful appearance. Some seven miles east of this, where the road runs along the side of the mountain, some annoying slides or avalanches have occurred this spring. I visited one 600 feet in extent, and to a stranger it would appear as though it had been in its present situation for centuries. It bore with it a growth of large forest trees, which stand as erect as formerly. The plank road has already 'caved in,' and the citizens of Capetown are in danger of caving in also, for they have already been obliged to move a blacksmith shop and a carriage house, and one of the citizens has sold his dwelling on account of its dangerous position, the ground already giving way under it."

ANOTHER RICH CARGO OF COPPER.—The Propeller Globe, which arrived at this port yesterday from the copper regions, brought down a cargo of two hundred and eight tons of mass copper, 127 tons of which were left at the Detroit Copper Smelting Works.—Some of the masses weighed four thousand pounds of pure copper, that would yield one hundred per cent., and the whole cargo would average more than 75 per cent. The weekly value of the copper now coming down from the "California of Michigan," is not less than one hundred thousand dollars, and it will continue to average that figure for some weeks to come. Our people need not risk their lives and health by a voyage to the land of gold, while we have such rich and inexhaustible mines of wealth in the bosom of our own State. The resources of our State in copper have scarcely *begun* to be developed yet.—*Detroit Tribune.*

SUBMARINE OPERATIONS AT HELL GATE.

The obstruction in the navigation of that portion of East river known as "Hell Gate," has long been a source of vexation to the merchants of New York, as well as masters of vessels navigating Long Island Sound.—We are pleased to learn that the matter has been taken in hand by Government, and that the obstructions will be removed so effectually as to allow of the approach of the largest class of vessels from Long Island Sound. The New York *Courier and Enquirer* says of this work:

M. Maillefert and Captain Raaslof have renewed operations against the famous "Pot Rock," at Hell Gate, by direction of Government, and under the superintendence of Brevet Major D. Frazer, U. S. A.; and the results so far as known are as gratifying as before. It will be remembered that the first intention was to reduce Pot Rock to twenty feet from the surface, (mean low tide.) This has been accomplished, and now the government appreciating the importance of rendering the gate safe for the passage of ships of the Navy, and with them all other vessels, has determined to reduce it to twenty-four feet, which Herculean task will in all probability be completed in a few days. Some idea of the magnitude of the undertaking may be had from a knowledge of the fact that when operations were renewed, May 21st, 1853, the area of the rock to be worked against was 16,800 square feet. Since that date the area to be removed to the depth required had been reduced one half, which leaves 8,400 feet yet to be demolished. The most elevated point of the rock at the present time is twenty-one feet. The change in the eddy and current since the commencement is so great that fourteen, seventeen, and nineteen charges can be exploded between tides — one, two, and three were all that could be fixed upon the rock during the early operations. The debris which lies around the rock caused considerable delay, as dragging it into the deep, or to the shore, required a good deal of time. Nevertheless, under the supervision of Major Frazer, "the work goes bravely on."

As the rock lessens, explosions cause an increased trembling of the earth for a long distance inland. Standing many yards from the shore at the time a charge is fired, the shock is severe, and it is reported that several rooms of buildings in the neighborhood have had their ceiling shaken until portions have fallen. The effect in the water borders upon the wonderful. Just as the exploding charge forces up the immense column of water, numbers of fish leap from the water to the hight of one and two feet. for more than one hundred yards around, fall dead and often torn in pieces. As soon as Pot Rock has been reduced, M. Maillefert will proceed to New Haven harbor, and commence similar operations against Middle Rock.

CONNECTICUT—FINANCIAL CONDITION.—By the Comptroller's Report, the finances of this State are in a prosperous condition. Independent of the large school fund, the State owns $406,000 in bank stock, and has $54,675 in the Treasury. We doubt whether there is another State in the Union can show so good an account.

DUBLIN EXHIBITION.—The Mobile *Advertiser* contains the following: "The Dublin exhibition goes on swimmingly, the receipts thus far exceeding the expectations of its most sanguine friends. Mr. Benson, the architect, has been knighted, but Mr. Dargan, the projector and furnisher of the means, refused the honor, whereon the Lord Lieutenant has recommended him to Her Majesty as worthy of receiving a baronetcy. Mr. Dargan, from a poor man, has become a millionaire, entirely by his own industry and energy. No man living has done so much for Ireland as he; incredible as it may appear, he at this moment, in his capacity as railroad and works contractor, employs over 53,000 laborers, representing at least 250,000 souls! Not only, too, does he employ them, but he has erected schools, &c., in various localities for their children, besides subscribing liberally toward the erection of churches and chapels for their religious instruction. Such a man as this is worth more than a million of firebrands to such a country."

We are somewhat of opinion that the projectors, furnishers of means, contractors, and all others connected with the "World's Fair" at New York, have already been "*nighted*," or benighted, for the prospect of its completion looks very dark.

AIR SPRINGS.—Where will be the end of mechanical inventions and improvements? Who will believe that a railway car is already constructed and proved, which rests upon *air springs?* Mr. Ellsworth states that just before leaving Washington, he signed a patent for a man who proposed to construct springs for cars so that passengers should be able to read or write without any inconvenience. "Of what do you make your springs—iron?" "No." "Of wood?" "No." "What then?" "*Air!*" "How?" "Take a strong metalic cylinder, twelve inches long, set it in perpendicular: force into this thirteen atmospheres, (that is, by the use of the forcing air pump, make the air in the cylinder thirteen times as dense or heavy as common air;) on the top of this put oil, and insert a piston which shall fill the cylinder, and this makes the spring!" Mr. Ellsworth rode in a car carrying eighty passengers, which is thus constructed, and it answers fully the expectations and promises of the patentee.—*Rough Notes.*

☞The design of the Crystal Palace Medal is decided on—a German won the $200 prize. There were about ninety competitors, and the New York *Mirror* judges, from a description furnished of the lucky design, that it was selected for its common place (and therefore easily understood) character. On one side is a figure of Liberty, holding up her cap, and resting against a shield, and on the other a figure representing New York, holding a pair of scales under her arm, as much as to say, "I have weighed the matter;" while a figure designed for the Genius of Progress, leads Industry forward to receive her reward.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	97	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	105	107
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	96
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	95	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	104	106
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	107	108
Do Southern	1st " "	7	1860	104	106
Milwaukie and Mississippi	1st " " 1857	8	1862	102	104
New Albany and Salem	" on 1st section	10	1858–62	108	110
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	117
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	101	102
Northern Indiana	1st mortgage, not convertible	7	1860	105	107
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section	7	1861	104	106
Do	1st " " east "	7	1864	104	105
Ohio and Indiana	1st " "	7	1867	98	101
Ohio and Pennsylvania	" "	7	1865–6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	125
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	100	102
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	96	98
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	69	71
Bellefontaine and Indiana	50	107	110
Chicago and Rock Island		97	100
Cincinnati Hamilton and Dayton	100	114	115
Cin. Wilmington and Zanesville	100	75	85
Cleveland, Columbus and Cin	100	132	133
Cleveland, Painesville and Ashtabula	100	140	145
Cleveland and Pittsburgh	50	103	105
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	114	115
Covington and Lexington	50	73	75
Dayton and Michigan	50	55	65
Dayton and Western	50	85	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100	130	135
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	102	105
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	74	77
Little Miami	$50	119	120
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		100
Macon, Georgia		107	109
Mad River and Lake Erie	50	95	100
Madison and Indianapolis		98	100
Marietta and Cincinnati	50	75	90
Maysville and Lexington		60	75
Michigan Central		117	118
Michigan Southern		144	147
New Albany and Salem	50	65	70
New York and Erie	100	79	81
Northern Indiana		144	147
Ohio Central	50	95	100
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		90	100
Panama		120	121
Pennsylvania	50	99	100
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveland		148	153

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	108	109
Do	6	1862	115½	116
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	90	92
Do Interest do		....	60	62
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred	5	....	9	10
Kentucky, 30 years	6	1871	110	111
Do 15 years	6	....	108	109
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	104	105
Do	6	1860	107	108
Do	6	1870	114	115
Do	6	1875	115	117
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109
City Securities.				
Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	107	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	103	104
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	96	97
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			107	108
Lafayette, Cincinnati, (closing)				
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			115	116
Northern, and Branches			116	118
Southern, and Branches			103	106
Bank of Louisville			115	116
Kentucky Trust Co			101	102
Farmers' Bank of Kentucky			106	107
Newport Safety Fund Bank			100	102
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
MISSOURI.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			98	100
Planters'			97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	½prem . ¼ to	½prem.
Do	90 days	Int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 25	@	16 50
Patriot Doubloons	15 65	@	15 80
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American, new	1 00½	@	1 01
American, old	1 04	@	1 05
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$184
80 acre warrants	93	93
40 acre warrants	44	46

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Wednesday, July 6, 1853.

1	$1000	Bond of the City of Covington, interest at the rate of 6 per cent., with coupons attached, payable in the city of New York, in July and Jan'y, bid			84 50
5	"	Kentucky Trust Co. Bank stock, dividend off			97 00
15	"	Covington & Lexington Railroad Co.			75 25
15	"	Do	do	do	75 25
15	"	Do	do	do	75 00
15	"	Do	do	do	75 25
15	"	Do	do	do	75 00
10	"	Do	do	do	74 75
10	"	Do	do	do	74 75
10	"	Do	do	do	74 62½
10	"	Do	do	do	74 62½
20	"	Do	do	do	74 62½
15	"	Do	do	do	75 00
70	"	Little Miami Railroad stock			118 87½

MONETARY.

At the East, money has been in demand, with a full supply at rates varying from 5 to 7 per cent., according to the length of the paper offering. The last day of the last month presented considerable activity among the Banks and more extensive Brokers, making preparations for the payment of the annual July dividends. A large amount of funds have been thus liberated the past week. In Boston the amount reached over $2,000,000; in New York $3,000,000; while Government Securities to the amount of $7,000,000 were also paid—making a total of $12,000,000 thrown upon the market within the week, with a balance in the Treasury at New York of $8,700,000.

The demand for Foreign Exchange has been quite active at from 109¼ to 109⅝; but the supply has been sufficient to prevent heavy shipments of specie, which, for the week ending 2d inst., reached some $8,200,000.

The Stock Market has been very heavy during the week. Erie closed at 79¼, a decline of one per cent.—Fancy Stocks are quiet. This stagnation may be, in a great measure, attributed to the season; and now that "dividend day" has gone by, the larger portion of stock operators will seek a cooler place than Wall street, somewhere in the country, leaving the stock market in a quiet state for the ensuing two months.

At the West there is an increased demand for money, which is met without difficulty on first class paper. The street rates continue at from 9 to 12 per cent. Exchange continues at our last quotations. In the Stock Market but little activity has been manifested; the excessive warm weather has driven capitalists to the country, and this class of business will probably continue dull until September. We note several changes, however, in our quotations. Bellefontaine and Indiana we quote at 107–110, advance; Chicago and Rock Island 97–100; Cincinnati, Wilmington and Zanesville 75–85; Galena and Chicago Union 130–135; Mad River and Lake Erie 95–100; Michigan Southern 144–147; Toledo, Norwalk and Cleveland 146–150.

We have just been shown some of the bills issued by the Fayette County Bank, at Connersville, Ind. They are, beyond a question, the most beautiful specimens of bank note engraving that we have ever seen. They are of the denomination of 1's, 2's, 3's and 5's, and have the words "Fayette County Bank" printed in red upon the back of the note. The vignettes and figures, as well as the lathe and medalion work, are exquisitely finished, and would defy counterfeiting with any hope of imitation. It would be a source of gratification to our citizens if our Ohio Banks would get something similar. Messrs. Danforth, Wright & Co., Cincinnati, are the engravers. While thus speaking of the bills of this Bank, we will say a few words of the institution itself. It is one of the Indiana Free Banks, and has just commenced operations. Its stock has mostly been taken in Fayette and adjacent counties, by merchants and farmers, and has no connection with any Brokers. Its officers are business men, and the transactions of the Bank will be conducted in a legitimate business manner.

"Free Banks" of Indiana will, after 1857, be the only Banking institutions in the State. The law, in itself, is unquestionably one of the best in the Union, to secure the bill holder; and among these free Banks, not one is more worthy of confidence than the Fayette County Bank.

Land Warrants we quote as advancing: 160 acre warrants $180 to 184, and in demand.

United States Mint.—From the monthly statement of the Philadelphia Mint, it appears that the deposits of California gold at the Mint, for June, are of the value of $4,473,000. From all other sources, $60,000. Silver bullion, of the value of $678,000, was deposited. Of the gold coinage, which exceeded four and three quarter millions, more than one half was in bars, and of gold dollars and quarter eagles only about one million. The whole number of pieces of gold coined, exclusive of bars, was 603,104. The amount of silver coined was $650,000, of which amount about one half was in half dollars. The number of pieces of silver coined was 3,038,000. During the month there was coined 366,732 cents, copper.

The Secretary of the Treasury has given official notice that the five per cent. stock of the United States, issued under the act of March 3, 1843, will be redeemed on presentation at the Treasury Department, on the 1st of July, after which date interest thereon will cease. The certificates may be transmitted by mail; on receipt of which, drafts will be remitted for the amount, payable by such Assistant Treasurer as the holder of the stock may designate.

Marietta and Cincinnati Railroad Co. We see that this Company have opened an office in our city, No. 37 Manchester Buildings, corner of Third and Sycamore streets. We are also informed that the plans, profiles, and specifications for the lettings of the road on the 12th inst., are ready for the inspection of contractors. Bids will be received at the office of the Company until the 12th.

VALLEY OF THE AMAZON,

AND THE ATLANTIC SLOPES OF SOUTH AMERICA.

In our last issue we gave portions of Lieut. Maury's first letter to the Southern Convention, at Memphis. We come now to the second letter, the subject of which is "The Valley of the Amazon," and we are pleased to note by the public papers, that the subject is occupying the attention, not only of our own citizens, but of those also who are equally, if not more deeply interested than ourselves in its success—we mean the people of Peru and Brazil.

Lieut. Maury, after some preliminary remarks, says:

I, therefore, turn to the mighty Amazon and its water-shed. I have made it the subject of study for years, and have had the benefit of some peculiar sources of information with regard to it. They may not amount to much, but such as they are, I offer you the result of them.

Do me the favor to pick up the first school atlas you may see, and turn to the map of North and South America, if it have one; if not, to the map of the world.

You will there see that our continent has, as it were, been stretched out until it has been nearly drawn in two, the two parts being held together in the middle by quite a narrow neck of land. After this pulling asunder, the southern parts appear to have been thrust over to the eastward, forming of this neck of land an elbow or bight, in which lies embosomed, midway between the two Americas, that beautiful sheet of water composing the Gulf of Mexico and the Caribbean sea, which I have so often described as our Mediterranean.

Keep your eye still on the map, if you please, and you will see that South America is in shape a beautiful *cornucopia*. Consider its mountains—that they are away in the West; look at the number and extent of its rivers, that you may understand how well watered the whole Atlantic slope of that country is; and you will see that literally and truly it is destined to be a great horn of plenty. Its mouth is turned right toward us, as though it were ready to pour out of its vast abundance an infinite variety of fruits.—Whenever it does pour them out, it will empty them into our commercial lap—that aforesaid magnificent Mediterranean sea of America.

Turn steam, the immigrant, and commerce, with their influences, upon that water-shed, and you will make one vast plantation which will produce for us all that the climate of India affords, and being at our doors, will want from us in return everything which we have to spare. And what is it that new settlers in a new country do not want?

New York, at great cost of time and money, has, by means of her Erie canal and other works of internal improvement, well-nigh turned the Mississippi river upside down.—She has taken one of its commercial mouths at least from the Balize, and placed it at Sandy Hook.

The Rio de la Plata is nearly as large as the Mississippi; the valley it drains is proportionably great, and far more fertile—for it is intertropical—and a canal of a few steps in length, by comparison, will turn that Mississippi of the South completely upside down,

bringing its mouth, for all the practical purposes of trade and commerce, into the Amazon. And the two will then, for many other great purposes of state, be taken by the physical agents of the Creator—the winds of Heaven and the currents of the sea—and brought to the Straits of Florida, there to be united in their great outlet upon the high seas, with the mouth of our own Mississippi.

The Amazon as it now exists, gives drainage to six nations. It is the natural outlet to the Atlantic of much of Brazil, of most of Bolivia, Peru, and Ecuador, and of large provinces in New Granada and Venezuela.

But the Empire has the strength and the position; she holds the mouth, and will not let the Republics go up or come down with the steamboat. They are our sisters. They want our sympathy, and need our assistance in their noble efforts to introduce the principles of free trade upon the Amazon. From the other hemisphere these nations are stretching their little republican hands out over their Amazonian tributaries, proclaiming for the waters of that river the freedom of the seas, and inviting the world to come in with the steamboat and river craft, the axe and the immigrant, and open commerce and navigation with the Amazonian provinces, the richest piedmont country in the world.

A spirit has gone abroad and is upon the waters of the Amazon. A little more than two years ago, the Federal Government selected a gallant officer of the Navy, who was at that time serving in the Pacific, detached him from his ship, first for special service in Lima, and afterward directed him to explore the Amazon from its source to its mouth, to sound its depths and to gauge its capacities, present and prospective, for navigation, trade and commerce.

That expedition has returned, and Lieut. Herndon, the officer in charge of it, appreciating the importance of placing the information collected by him before the public without delay, has already submitted his report to the government. It has been transmitted to Congress, and that body, rightly conceiving it to possess a high degree of interest, has ordered a large number of extra copies.

The party consisted of but two officers. Count d'Osery, a French officer, had, when engaged in the exploration of the same region, been murdered but a short time before; yet, notwithstanding this, the American officer, when he arrived in sight of the great water-shed, determined, with the go-ahead spirit of his countrymen, to divide the party; to send his companion, accompanied by a young American sailor whom he had enlisted in Lima, into Bolivia and down the Madeira; while he himself, with no one but a Peruvian and such of the natives as he might pick up by the way, to accompany him, resolved to undertake the main stream itself. This accomplished, he descended that river on rafts and in dug-outs, through a distance of three thousand five hundred miles, and found it navigable for vessels of the largest class, from the sea to the Andes.

That expedition has stirred up the people in the Spanish Republics of the Amazon. The President of Bolivia has taken the lead in the matter, and proved himself a statesman of the first order. He has thrown the Amazonian provinces of that Republic open to the commerce of the world—has proclaimed the freedom of the seas for the Amazon and its tributaries, and has offered a prize of $10,000 to the master of the first steamer that arrives there from the ocean.

Peru has caught the same spirit; she, too, is about to proclaim the freedom of the seas for her Amazonian waters; she is organizing territories there, and has placed in the hands of the executive $200,000, for the purpose of encouraging immigration and settlement.

Ecuador, too, is moving in the same direction, and I expect the next mail to bring me good news from her and from New Granada also.

Miller, from Mississippi, is in Bolivia; Cushing, of Indiana, is in Ecuador; and Randolph Clay, one of the most accomplished diplomatists that has the honor to represent this government at any court, is in Lima.—These functionaries of the government are alive to the importance of this subject. They regard the opening up of the Amazon to navigation, trade and settlement, as one of the great questions of the age, and we may rely upon it, they will do their duty there, if we will do ours here.

Richards, the sailor lad whom Herndon picked up in Lima to accompany his expedition, went with that division of it which, as I have said, was sent into Bolivia. It visited Cuzco, and passed through the Inca country, the classic land of South America. Richards had been around Cape Horn, among the Antiscians; he had visited the great quicksilver mines of Huancavelica, and walked through their magnificent galleries, roofed and floored with cinnabar and supported by pink-stained columns of the same mineral. He stood upon the shores of Lake Titicaca and saw the Deseaguadero river, which sometimes empties into that lake, and sometimes runs from it. He ascended the snow-capped peaks of that mountain range from whose sides more than two thousand millions of silver dollars have been taken. He saw the Llama, the Vicuna, and the Alpaca, tamed on the one hand, and feeding wild in their mountain fastnesses on the other. He descended into that glorious piedmont country of Bolivia, which is drained by the tributaries of the Amazon. Passing through the region of silver, he approached the diamond districts, and the auriferous streams of Brazil, and in the descent from the Andes, his eyes compassed at one sweep the whole range of the vegetable gamut, from the region of perpetual snow on the Andes, to the fields of everlasting summer in the tropical plains below.

He traveled through a country where one tree bears the fruit of bread; another stands in the place of a cow, and yields to the native a favorite beverage, the juice of the milk tree; where another produces a nut that he uses as a candle; and another yields him at the same time, food, raiment, fuel and shelter.

These scenes, such developments of mineral wealth, such freaks of nature, and her magnificent display of vegetable forces in that tropical country, were well calculated to strike the mind of any untraveled youth, especially one like the young sailor Richards, who had been brought up in the plain, quiet life of a Virginia farmer, with wonder and amazement.

He had seen the sun at high noon standing in the North, and casting shadows to the South. He had been in those stormy and distant latitudes where daylight itself was but the longest meteor of a long night. He had seen a river that turns about at times, and runs up stream. He had taken in at one view, the vegetation of the three zones; and I, therefore, wondering which of these appeared to him the most curious, said the other day, "Pray, Mr. Richards, what, during this interesting trip of yours in the valley of the Amazon, struck you with most force as being the most curious thing or remarkable circumstance met with in all your travels?"

"The most remarkable thing, sir? why, that such a country as that of the Amazon, should, in the middle of the nineteenth century, be a wilderness."

What a commentary! I thank that noble young tar with all my heart for this glowing description of a glorious country.

Language of greater force and compass, or of more eloquence, is not to be found anywhere. That the men of the age, the statesmen of Europe and of America, the spirit of commercial enterprize and adventure which marks the times, should all have ignored such a country, such soil, and such climates, with such capacities, capabilities and resources, as are there, is, and will hereafter be regarded as the greatest of wonders.

The measures that I propose are, that we lay the foundations of direct trade and close commercial relations with Brazil and the Atlantic slopes of South America generally, and with the Amazon in particular.

The point to which the Convention should address itself, is the free navigation of the Amazon, and the establishment of a line of mail steamers between Para, at the mouth of that river, and Norfolk, or Charleston, or some other Atlantic port of the Southern States.

Our trade with Brazil is most valuable.—The Mississippi valley is the great place of consumption for her coffee, and she the great consumer of the productions of the States represented in the Convention.

And how is it, do you suppose, that our business men, for the want of this line of steamers to the Amazon, carry on their correspondence with Brazil, and all of Atlantic South America? Why, notwithstanding the mouth of the Amazon is at our own doors, and there is a regular line of steamers thence to Rio, yet the American merchant who wishes to send a letter to that country, must first send it to England, thence it goes by English mail steamer to Rio, and thence it may turn north again, and come in a Brazilian steamer to Pernambuco, or even to Para, or go up stream into Peru, Bolivia, &c.

I quote from the morning papers the following semi-official announcement as to the mails to Brazil:

"*Reduction of Postage to Brazil.*—We are authorized to say that, hereafter the single rate of letter postage between the United States and Brazil, via England, will be 45 cents, instead of 87 cents, as heretofore—prepayment required."

Thus you see we are helping to support the steam marine of Great Britain, with this heavy postage; and by allowing her to fetch and carry our Brazilian correspondence, her merchants have two weeks or more the start of ours in all the markets of that portion of South America.

Now, by the establishment of this line to Para—and it can go there in eight days—and having to connect with the Brazilian line thence to Rio, and which runs twice a month, we shall be able to get our letters to Rio in about half the time that it now takes us, through England. Thus, this line would divide mails and passengers both with the Eng-

lish, not only from Rio and Brazil, but from Buenos Ayres and the whole La Plata country; for, from the mouth of that river to Rio, there is also a regular mail line of steamers.

From Rio to England is thirty days, and the steamers go, or did when last I inquired, once a month. Now if this line should run at intermediate times, it may land its passengers and mails at Norfolk, if that be the terminus of the line, in twenty days from Rio, thence to England, via Collins' steamers, in eleven more; total thirty-one. Therefore, sailing two weeks before and after the English line, the American line will turn these South American merchants, who go by the English line of steamers to Europe to lay in their stock of goods through this country, and being here, they will probably stop short and buy.

Moreover, this line of steamers will gradually make us better acquainted with the Amazon, and finally, no doubt, be the means of establishing the most valuable and important commercial relations with that country. It is the corner stone of a great direct trade.

[CONCLUDED NEXT WEEK.]

THE RIVER AMAZON.—In connection with the extracts given in our columns from Lieut. Maury's letter on this subject, we take the following from the New York *Express:*

The river Amazon is likely to be opened to steam navigation much sooner than was expected—and *if it is freely opened, it will be the great event of the day.*

Gen. Echenique, the President of Peru, has already taken steps, on behalf of that Government, to put upon the Amazon two iron steamers, each to cost about $100,000, whose business is to be the exploration of the river and its branches. All nations are to enjoy the benefit of this trade and commerce.

The Emperor of Brazil, we are gratified to learn, so far from resisting this Peruvian movement, is co-operating with it. He has conceded a National Company the right of navigation, with certain privileges, in conjunction with Peru. The Company was to commence its work in May last—and although we have no definite information that it has really begun, yet there seems to be no doubt that it was intended to go into operation either in June or July.

PURCHASE OF MOUNT VERNON.—The *National Intelligencer* of this morning confirms the report of the sale of Mount Vernon.—The purchasers are a company of Northern and Southern capitalists, and the sum to be paid is two hundred thousand dollars. Among the conditions of the sale are, that Washington's remains shall not be removed, and that the Government of the United States shall have the privilege of re-purchasing the property.

We take the above from an exchange.—We can not bring our minds to the supposition that Congress will allow these hallowed premises to pass into strangers' hands, and trust that the matter has but to be laid before it, to secure its purchase by Government, and its dedication as a memento of the "Father of his country." Such a step would meet the approval of every true American.

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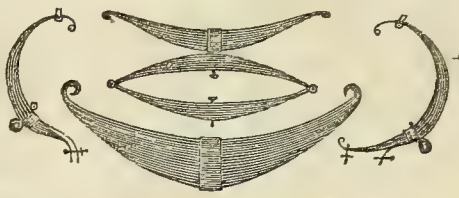
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Cincinnati, Hamilton & Dayton R. R.



ARRANGEMENT.

ON and after June 1st, and until further notice, Passenger Trains will run as follows:

From the Sixth Street Depot, Cincinnati.

Leave at	7	A. M.,	arrive at	Dayton	9	30	A. M.
Do	2	P. M.,	do	do	4	30	P. M.
Do	4	P. M.,	do	do	6	35	do
Do	5	45 P. M.,	do	do	8	25	do

From the Passenger Station, Main Street, Dayton.

Leave at	5	A. M.,	arrive at	Cincinnati	7	45	A. M.
Do	8	A. M.,	do	do	10	30	A. M.
Do	5	30 P. M.,	do	do	8		P. M.
Do	9	P. M.,	do	do	11		P. M.

The 7 A. M. TRAIN FROM CINCINNATI connects at Hamilton with Eaton and Hamilton Railroad to Richmond—also at Hamilton with Stages for Oxford, Liberty, Connersville, and Rushville, Ind. Connects at Dayton with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points, and at Sandusky with Steamer Bay City, for Detroit and Chicago, and at Clyde with Toledo, Norwalk and Cleveland Railroad, for Toledo and Chicago. Also at Dayton with Dayton and Michigan Railroad to Troy, and at Troy, with stages for Piqua and Doyle's Packets for all points on Wabash and Miami Canal. Also, at Dayton, with Greenville and Miami Railroad to Greenville.

The 2 P. M. trains from Cincinnati connect at Dayton 4.30 P. M. with way train of Mad River and Lake Erie Road for Springfield, Urbana, Bellefontaine, and Huntsville, and with Dayton and Western Railroad for New Paris, Richmond, and Centerville.

The 4 P. M. train from Cincinnati connects at Hamilton with Eaton and Hamilton Railroad to Eaton and Richmond; also at Dayton with Dayton and Michigan Railroad to Troy.

Passengers for Indianapolis, Terre Haute, Lafayette, etc., taking either 2 P. M., 4 P. M., or 5.45 P. M. trains from Cincinnati, sleep at Dayton, and leave Dayton via Greenville, at 6 A. M., arriving at Indianapolis 12 noon, and Terre Haute and Lafayette 5 P. M.

The 8 A. M. train from Dayton connects at Dayton with train of Mad River and Lake Erie Railroad from Huntsville.

The 5.30 P. M. train from Dayton connects at Dayton with train of Mad River and Lake Erie Railroad from Toledo and Sandusky.

The 9 P. M. train connects at Dayton with trains from Indianapolis, Terre Haute, Lafayette, Sandusky, and Detroit. This train will stop only at Middletown and Hamilton.

The 5 A. M. train from Dayton, and 5.45 P. M. from Cincinnati, will stop at all regular stations, and at Center Town, Spring Grove, Ludlow, Princeton, Pike, and Schenk's Crossing, when signal is made.

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FARE—To Hamilton	$0 60	To Dayton	$1 50
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Greenville	2 50	Sandusky	4 75
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Passengers will be called for at any part of the city, by leaving their address at the Ticket Office, southeast corner Broadway and Front streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

June 1st, 1853. HENRY O. AMES,
mr3*6 Superintendent.

NOTICE TO CONTRACTORS.

FREMONT & INDIANA RAILROAD.

SEALED PROPOSALS will be received at the Engineer's Office in Fremont, until the 20th day of July next, at noon, for the Grubbing, Clearing, Grading, Masonry, Bridging, and Cross Ties for said road, from Fremont to Lima; 66 miles.

The line will be divided into sections of about one mile each, and bids will be received for one or more, or the whole.

Propositions for completing the entire line ready for business, are also invited.

The Company reserves the right to reject any and all proposals that are not considered satisfactory.

This road, running through a populous and healthy country, where supplies are cheap and abundant, offers unusual inducements to Contractors.

Maps, Profiles, Plans, and Specifications will be ready for examination on and after the 15th day of July. A. BROOKS, Chief Eng'r.

Fremont, June 23, 1853.—je30-3t.

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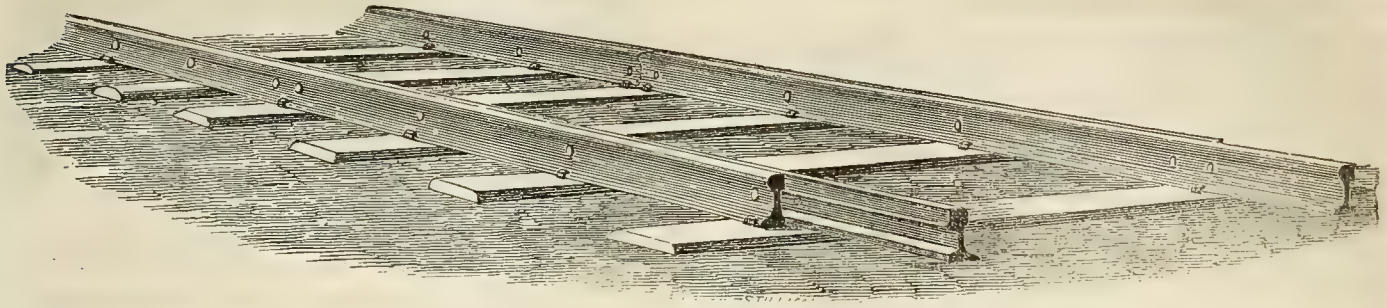
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ap7tf

NOTICE TO CONTRACTORS.

MARIETTA AND CINCINNATI R. R.

LETTINGS OF EASTERN AND WESTERN DIVISION.

PROPOSALS will be received up to the 12th of July, at the Engineer's Office in Marietta, for the Graduation, Masonry, &c., of the 7th and 8th Divisions of this Road, extending from Marietta to Zane's Island, opposite to the City of Wheeling.

The line will be divided into about one mile sections, on some of which there will be heavy Masonry, and other work worthy the notice of the most responsible contractors.

Plans, Profiles, and Specifications will be ready for examination at Marietta, and on the line of the 8th Division, near Wheeling, on and after July the 4th.

Proposals will be received at the same time and place for the construction of about twenty miles, being that portion of the road between Blanchester and Milford, fourteen miles out of Cincinnati on the Little Miami Railroad.

Plans, Profiles, and Specifications for this Division will be ready for examination at the Engineer's Office, in the Manchester Building, Third Street, Cincinnati, on and after the first day of July.

The line of the road from Marietta and Belpre to Blanchester, being already under contract, and well advanced in construction; the work now offered forms the only remaining link to complete the connection from Cincinnati to Philadelphia, by way of the Pennsylvania Railroad.

Recent subscriptions of $1,150,000 by the Pennsylvania Railroad Co., the city of Wheeling, and individuals, to the capital stock of the Company, will insure the prompt completion of this great work from Cincinnati to Wheeling.

WM. P. CUTLER, Pres't.
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Marietta, May 30, 1853.—je9–5t

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No. 167 Walnut Street.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

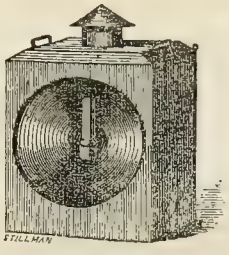
The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

The above letting is postponed until August 20. Specifications will be ready ten days previous.

ROBERT MAC LEOD,
Chief Engineer.

M'Connelsville, June 4, 1853. je16w10

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

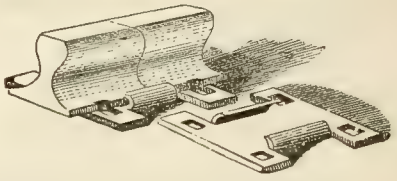
500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street, Cincinnati.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Notice to Railroad Contractors.

PROPOSALS for Grading, Masonry, and Bridging of the Western Division of the Covington and Ohio Railroad will be received at the office of the Engineer at Guyandotte, Cabell county, Virginia, between the 20th and 30th of June next.

They will embrace about 45 mile sections with bridges over Twelve Pole, Guyandotte, and Mud rivers.

Also, between the 1st and 15th of July next, proposals will be received at Covington, Virginia, for the Grading, Bridging, and Masonry of that portion of the Eastern Division lying between the town of Covington and Hayne's farm, on Jackson river; a distance of 10 or 11 miles of very heavy work, including much heavy retaining wall, two large bridges over Jackson's river, and probably two tunnels.

The successful bids will be declared as soon as practicable after the 15th of July. Contractors will be required to commence the work at once, and finish within a year. Plans and Specifications will be ready between the 20th and 30th of June —names of securities must be given in the bid.

By order of the Board of Public Works.

CHAS. B. SHAW,
Chief Engineer of C. & O. R. R. Co.,
je9–1½*. Lewisburg, Va.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS. Rods. Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors AND CAR BUILDERS.

THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

TWO STEAM ENGINES For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron, RAILROAD IRON AND CHAIR

No. 64 Second St., one door west of Broad.. ay
†mr10

STEAMBOATS.

NEW ORLEANS AND TEXAS U. S. MAIL LINE LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
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Perseverance.1000 " ..... Capt. Thos. Forbes.
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THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

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No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS, Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

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No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS, Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853. $11 THROUGH.

Most Safe, Cheap, and Comfortable Route TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;

Cincinnati,	" Kountz,	"	Saturday;
Brilliant,	" Grace,	"	Sunday;
Pittsburgh,	" Campbell,	"	Monday;
Messenger,	" Klinefelter,	"	Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, JR., & Co.,
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CINCINNATI AND MADISON DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
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The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

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FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

†mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.

AMBROSE W. THOMPSON, Vice Pres't.

CHARLES G. IMLAY, Sec'y and Treas'r.

PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.

WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce butiness only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

Private Bankers in the United States.

JUST PUBLISHED.

The Merchant's & Banker's Almanac

For 1853.

Containing

I. Calendar & Memoranda of Important Events.
II. List of Banks in the United States. Location; President; Cashier; and Capital of each.
III. List of Private Bankers in ninety cities and towns of the U. S.
IV. List of Private Bankers and Members of the Clearing House, London.
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VI. List of chartered Banks in London.
VII. New varieties of Gold and Silver Coins—Counterfeit Coins and Bullion.
VIII. Commercial and Exchange Tables of European countries.
IX. Remarks on the great Scarcity of Silver Coin.
X The London Quarterly Review on the Gold Question.
XI. Law to establish a branch Mint in California.
XII. Gold and Silver.—Their Supply, Production, and Relative Values.
XIII. The Prospective Value of Gold.
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SOLID HUB CAR-WHEEL,

Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

HOLLIDAYSBURG, PA., March 7, 1853

We, the subscribers, have been using Kelly & McLanahan's solid hub Car Wheel, manufactured at Gaysport Foundry, Blair Co., Pa, during the past two years, and recommend it as the best chilled, strongest, and most durable wheel used on the Allegheny Portage Railroad; and equal, at least, to any used on any other road.

David Watson, for Pennsylvania and Ohio line Wm. M. Lloyd, for Union line; Henry Lloyd for D. Leech & Co's line; Thomas Bingham, fo Bingham's line; R. M. Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

KELLY & McLANAHAN,

mr24*6 Hollidaysburg, Pa.

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale by

†mr17] GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER.
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
Plush and Curled Hair.

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Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
6*mr17

FOR RENT.

BRICK FOUNDRY,

IN COVINGTON, KY.,

ADJOINING the Morrell Works. The moulding room is one hundred feet by seventy, and a finishing shop seventy feet by thirty; three stories high.

MORRELL, SHOEMAKER & Co.,
mr10-tf No 64 Second street.

CINCINNATI TYPE FOUNDRY.
AND
PRINTER'S WAREHOUSE.
L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

PHILADELPHIA

Type and Stereotype Foundry.

THE subscribers would call the attention of Printers to the greatly reduced prices of their present list. They now offer

Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
Brevier	42 "	Diamond . .1	60 "

Determined to spare no expense in making their establishment as perfect as possible, they have recently got up a complete set of justly celebrated SCOTCH-CUT LETTER, from Diamond to English, to which they particularly invite attention.

Having lately made numerous additions to their stock of Fancy Types, Borders, Ornaments, &c., their assortment is now unrivaled in the United States; and their improved methods of casting, and of preparing metal, enable them to furnish orders in a manner to insure satisfaction.

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Second-hand Presses, and Type used only in stereotyping, at reduced prices.

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CONTAINING the hours of departure, fare, stations, and distances upon upwards of

Eighty Railroads.

Also, the towns, distances, and steamboat information relating to

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With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.

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Being a complete Guide through the

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The New American Form Book,
AND LEGAL GUIDE.

CONTAINING reliable information relative to LAWS, FORMS, OF INSTRUMENTS UNDER SEAL, &c., required by business men, mechanics, farmers, and all persons engaged in buying, selling, or making contracts of any kind. With instructions for acknowledging, proving, recording, or transferring any instrument in writing in any State in the Union.

It has, also, correct forms for applications for PATENTS, LAND WARRANTS, BOUNTY LANDS, PENSIONS, &c., which will enable applicants to transact business with the government offices speedily and satisfactorily.

Arranged by a member of the Cincinnati Bar. In one 12mo volume, bound in leather. Price $1.

OPINIONS OF THE PRESS.

"A reliable manual of commercial and legal forms has long been a desideratum in the West, and this work will doubtless supply that want. We have carefully examined it, and find the chapters on promissory notes, bills of exchange, partnership, arbitration, &c., very comprehensive, yet concise. Here merchants will find the law without its jargon and verbiage. The forms of deeds, mortgages, leases, and other conveyances of land are admirable for brevity, yet we find them containing all the covenant and material points of the old complicated conveyances. The directions for drawing deeds, for executing and acknowledging them, in the several States and territories, must prove highly valuable to all who wish to draw such instruments."—Judge WARDEN, *Cincinnati Citizen, Sept.* 17, 1852.

"We find it eminently *a book for the people*, containing information necessary for every man to know—whether engaged in business or not."—*Germantown, O., Emporium.*

"Any of the forms necessary to legalize business transactions can be found here; and we feel no hesitancy in advising all in need of such a book to purchase this one.—*Madison, Ia., Banner, Oct.* 18, 1852.

J. A. & U. P. JAMES, Publishers,
No. 167 and 169 Walnut St., Cincinnati.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING.

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 20. CINCINNATI, THURSDAY, JULY 14, 1853. Vol. 1.

THE

Railroad Record

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the next issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

EDITORIAL CORRESPONDENCE.

RAILROAD BONDS AND STOCKS—NEW SCHEMES—NEW YORK CONNECTIONS—FOREIGN IMPORTS—CONDITION OF MANUFACTURES.

New York, July 4th, 1853.

The Ohio and Mississippi Railroad may be considered fortunate in having negotiated their bonds on such favorable terms, since no other important sale of bonds has been made in London since theirs. Agents are, and have been in Europe recently, seeking loans; but none have been made at this date. Mr. Robb, of New Orleans, who has just gone out to negotiate for the New Orleans and Nashville Company, may be successful, as that is an important line, and he has a high reputation; but I think the market for bonds is considerably slackened. The immense number in the great Bankers' hands, which must be got rid of, at retail, causes considerable hesitancy in entering upon new speculations. Bankers may contract to take large quantities of bonds, but at last no more can be disposed of—then there is demand for them by private individuals. The accumulation of individual capital in this country has been very rapid during the last four or five years, but a large amount of this is absorbed in *stocks*, both of railroad and manufacturing companies. Much the largest part of the *subscribed* railroad capital has yet to be *paid* up, and the demand for money on that account, during the next few years, will be very heavy. I think that before very long the railroad undertakings in this country will be checked up by the impossibility of getting means.

In the meanwhile, there are a great variety of new schemes on hand, and some of them very good ones. One of the largest and best I have seen is in New York. It is the line to connect Canandaigua with New York city, (referred to on page 292 of the Record,) by a direct line, saving about *seventy* miles over the Central Road, and intersecting a broad space of unoccupied railroad ground. The local traffic will be very good, and the through business as promising as that of the other lines. This scheme is in the hands of a large banking house, and will probably be carried to completion. A glance at the map of New York will show that the road will pass through several counties now untouched by a railroad.

I hear of several Ohio schemes applying for loans in Wall street, but as yet with no great success. New York capitalists are favoring almost any line through Northern Pennsylvania which promises a *shorter* route for them, than through Buffalo and Dunkirk. The Central New Jersey Railroad through Easton is completed on the way, via Harrisburg on one side, and via Sunbury on the other, to the Central West and the Northwest. The result of this great competition will, in the end, unquestionably lead to the diminution of profits on the Buffalo and Dunkirk routes. The first lines of railroads completed between the East and West have, in fact, had almost the entire through travel, which will ultimately be divided, from New York, into at least *five* main routes, viz.: via the Lakes, (as now)—via Olean, and the Allegheny and Western routes—via Easton, Sunbury, and Erie—via Easton and Harrisburg—and via Philadelphia and Baltimore. Ultimately, the Philadelphia route will, in my opinion, have the preference. By the road now constructing between Philadelphia and Cincinnati, a traveler may go from New York, via Philadelphia, to Cincinnati in *twenty-four hours*, and I do not see how he is to do that by any Northern route. From New York to St. Louis, via Cincinnati, will be but *thirty-six hours*—supposing there are (as there will be) express trains all the way.

The Foreign Importations look to me like overtrading. The current imports (for the year) are *two hundred and sixty millions*, at least. The export of American produce (including California gold) is some twenty-five or thirty millions less. The difference is paid in railroad bonds, &c. The truth is, we are getting large bond credits in Europe, but we are taking our pay "in *pups* at fifty dollars a piece," after the fashion of a certain shrewd trader. It is bad, though, that a nation can not consent to grow rich on its own industry, without spending a little more than it makes each day. But this is the course of the majority of individuals in their own affairs, and the majority governs.

We have reason to congratulate ourselves on two things, however. First, that we have good crops; and next, that our manufactures are in good condition. The Tariff gives them, on an average, a protection of 25 per cent., and in the present condition of American arts that is enough. Some branches

of manufactures in the Eastern States may need a little more: but nine tenths of American manufacturers are in a sound and prosperous condition. On this Anniversary of our National Independence, one of the great causes of rejoicing, in my opinion, is, that at the end of three quarters of a century, we have achieved—by battles in war, industry in peace, and genius in invention—absolute, solid, and, I trust, permanent INDEPENDENCE. Our manufactures of cotton, wool, and iron may now defy Manchester, Birmingham, and Leeds. Even railroad iron is so much better made in this country than in England, that nothing but the seduction of getting the iron on *credit* induces our companies to go abroad for it. In fine, American genius and industry has not only made us prosperous; but it has made us *strong*—strong in solid and enduring power.

I must close, and leave to another time, my reflections on the aspect of affairs.

E. D. M.

DE BOW'S REVIEW AND THE NATIONAL INTELLIGENCER.

In the last number of *DeBow's Review* we noticed an article on Mr. Ellet's excellent book, the first half of which we immediately recognized as our own. We turned, with some surprise, to the commencement, and found the editor had taken (with proper acknowledgment,) the whole review from two articles, one from the *National Intelligencer*, and the other from the *New Orleans Bulletin*. The first was our own, taken entire, and appearing in the *National Intelligencer*. That excellent paper can afford to do without the unaccredited labors of others, and therefore, we may fairly presume this was an inadvertence. Yet it is an inadvertence which has happened to the writer of this more than once, or twice, in the same columns; and it is one which does great injustice. Our article was not merely a notice. It was an analysis of Mr. Ellet's book, with inferences from it, requiring more labor than three times the amount of simple composition. The thing may appear small; yet this is precisely the mode in which some authors are deprived of a proper credit, while others, by a reverse operation, (puffing,) are helped up with a praise they never deserved. *Ferat palmam qui meruit.* Let every tub stand on its own bottom.

CINCINNATI, NEW CASTLE AND MICHIGAN R. R.—A meeting was held at Warsaw on the 20th ult., to consider the propriety of aiding the construction of this road by subscriptions to its stock. Numerous speeches were made, and resolutions adopted commending the road. Also, one "That we shall endeavor to raise $50,000 in stock, within forty days from this time." After which the meeting adjourned.

Railroads.

RAILROADS.

THEIR NECESSITY AS A MEANS OF WEALTH AND PROSPERITY.

In the present state of railroad progress, it would appear supererogatory to attempt a demonstration of the necessity of the "iron road," politically, commercially and socially; or show that facility of intercommunication increases such communication, creates business, begets sociality, tends to the dissemination of enlightened views, and by uniting all these advantages, promotes the growth, wealth, and prosperity of the country.

It is a self-evident proposition that accessibility promotes population. The history of our country is an enduring exemplification of this fact. As facilities of intercourse increased, the area of our settlements extended, until the entire continent has been embraced within our borders. Cities and towns have sprung up in the midst of the wilderness, and the wilds have been made to blossom like the rose; and if canals, rivers, and plank and Macadamized roads—the restricted means of intercommunication enjoyed before the introduction of railroads—have sufficed to render this country so prosperous, what may we not anticipate when the vast undertakings now projected shall have been completed?—when the auriferous shores of the Pacific shall be connected with the rocky barriers of the Atlantic by iron bands, and the treasures of the East and the islands of the seas shall be transported thereupon, to find a ready market among the dwellers at the West?

That railroads will hereafter be *the* means of intercommunication, is equally evident. They are the best and cheapest means for promoting accessibility; they can be built wherever the people will it, and by their means time and distance can almost be annihilated. The experience upon the few completed roads has demonstrated their utility and fitness for the purpose for which they were designed. And the completion of these few roads *has made the building of others compulsory*, or those sections lacking in such facilities must consent to set supinely down, and witness the rapid development in wealth and prosperity of such sections as keep up with the progress of the age.

Wherever railroads have been built in this country, the inevitable consequence has been to enhance the value of property in the neighborhood. Depots have been established along the lines for the reception and shipment of freight; and from these simple depots, flourishing towns have grown up, magic-like, and, anomalous as it may appear, but in few instances producing any diversion of trade from one place to another, seeming rather to create of themselves business for themselves—thus, by facilities of communication adding to population, and by population adding to the wealth and prosperity of the country.

Not unfrequently does it occur that these depots are established in the vicinity of mines heretofore unavailable, for want of means of transportation, as is the case in many instances within our knowledge. So soon as the roads are completed, and these mines brought within the reach of a market, a town at once springs up, and the heretofore waste lands become not only sources of wealth, to a few perhaps, but of competence to many.

And when these roads are opened through an agricultural country, affording means of ready and cheap transportation to market, the farmer at once becomes independent. He is not compelled to haul his produce through almost impassible mudholes, sloughs, and ponds to a market, where he is constrained to dispose of it at unremunerating rates, rather than haul it home again; he can quietly wait until it is called for at his own door, or until he learns from the papers that it is to his advantage to ship to a distant market. Few persons are aware of the difference in the cost of transportation between the ordinary wagon and the rail. In one of our exchanges we some time since found the following table, in which is given the comparative value of a ton of wheat and one of corn at given distances from market, as affected by the cost of transportation by railroad, and over the ordinary road:

Miles.	BY RAILROAD. Wheat.	Corn.	ORDIN. HIGHWAY. Wheat.	Corn.
At market....	$49 50	$24 75	$49 50	$24 75
10	49 25	24 60	48 00	23 25
20	49 20	24 45	46 50	21 75
30	49 05	24 30	45 00	20 25
40	49 00	24 15	43 50	18 75
50	48 75	24 00	42 00	17 25
60	48 50	23 85	40 50	15 75
70	48 45	23 70	39 00	14 25
80	48 30	23 55	37 50	12 75
90	48 15	23 40	36 00	11 25
100	48 00	23 25	34 50	9 75
110	47 85	23 10	33 00	8 25
120	47 70	22 95	31 50	6 75
130	47 55	22 80	30 00	5 25
140	47 40	22 65	28 50	3 75
150	47 25	22 50	27 00	2 25
160	47 10	22 35	25 50	75
170	46 95	22 20	24 00	0
180	46 80	22 05	22 50	.....
190	46 65	21 90	21 00	.....
200	46 50	21 75	19 50	.....
210	46 35	21 60	18 00	.....
220	46 20	21 45	16 50	.....
230	46 05	21 30	15 00	.....
240	45 90	21 15	13 50	.....
250	45 75	21 00	12 00	.....
260	45 60	20 85	10 50	.....
270	45 45	20 70	9 00	.....
280	45 30	20 55	7 50	.....
290	45 15	20 40	6 00	.....
300	45 00	20 25	4 50	.....
310	44 85	20 10	3 00	.....
320	44 70	19 95	1 50	.....
330	44 55	19 80	0	.....

By this table it appears that a ton of corn is estimated not to be worth hauling, by wagon, when 170 miles from market; while at the same distance upon a line of railroad it would be worth $22.20. A ton of wheat

330 miles from market is not worth the hauling by wagon, but by railroad it would be worth $44.55. Thus as land may be near or more remote from lines of railroad, is its value enhanced over and above the value had there been no such railroad. This is an important consideration to farmers, when called upon to aid in the construction of railroads, and should influence their actions in the matter.

While it thus developes the physical resources of the country, and by the ready means of intercommunication it affords, makes distant points accessible, the railroad is also intimately connected with commerce, and with all of its powers and results, is peculiarly its agent, and has exerted a potential influence in the development and extension of modern trade, and is destined to work still greater changes and more vast achievements in behalf of the commerce of the future.

Such being the fact, and railroads being the "necessity of the age," we say let them be built wherever they can be with reasonable prospect of success; but in railroads, as in every other line of business, judgment should be exercised, and rival lines on minor routes should be avoided, at least until such time as the wants of the community call for an extension of traveling facilities. This competition of rival lines will be one of the strongest objections to railroads, in the construction and prosperous management of which united effort is a peculiarly necessary ingredient.

BELLEFONTAINE AND INDIANA RAILROAD.—The opening of this road, through, took place on the 4th inst. A train passed over the road, from Terre Haute, Ind., to Cleveland, *by daylight.* This is a very important connection for several reasons. By means of this road, and the Jeffersonville Road, the citizens of Louisville, and that section, can reach the lakes by railroad all the way. While the dwellers along the Wabash can reach the Eastern cities by an uninterrupted railway communication. The road is under the management of Mr. Charles Sellers as Superintendent, than whom a more competent person could not be found. His efficiency is evident in the early completion of the road, the value of which as an investment can be ascertained by a reference to our stock quotations.

MILWAUKIE AND LA CROSSE RAILROAD.—Messrs. Bradley, Whittemore & Co., of Burlington, Vt., have taken the contract for building the road from the city of Milwaukie to Portage City, Columbia county, a distance of about 100 miles; one fourth of the same they take in the capital stock of the Company. Their contract consists in grubbing and clearing, culverts, roadway, cattle guards, and ties, and laying of the rails for a single track, to be completed by the 1st of January, 1855.

OHIO AND MISSISSIPPI R. R.---PROGRESS.

We are happy to learn, from information kindly furnished us by the officers of the Company, that this work is making fine progress. Below we give a list of the bridges—their arches and spans—from Cincinnati to the intersection with the Jeffersonville Railroad. The main difficulty has been experienced in the bridge over the Miami, but even this is rapidly advancing. Across the Miami bottom the tressel-work is completed for 2,000 feet, and the remainder will be all finished by the 1st of August. This work is built on piles properly fastened, and is of the most substantial and durable character. If necessary to complete the Miami bridge in time, a double set of hands will be employed, to work during the night. The whole work, bridges, structure, road bed, cuts and fills, will be of the very best character, belonging only to a first class road, and inferior to none.

Upon inquiry, we find the estimates for the last two months amount to $377,000. The *force* at work is 2,460 laborers, 309 mechanics, and 709 horses. The *iron* is beginning to arrive quite rapidly, and is being hauled on to the line of the road, in the vicinity of the city. Five cargoes have already arrived at Quebec, and others are daily expected. A large number of cars have already been delivered, and are now on the Company's ground below Millcreek.

The iron arriving is part of 10,000 tons for the use of the road, all shipped to arrive via Quebec and Toledo.

Below is the list of bridges furnished by the Engineer's Office:

Name of Bridge.	No. of Spans.	Length of Spans.	Total Length.
Miami Bridge, Sec. 19	4	210 feet each.	840
Tanner's Creek	1	210 "	210
Wilson's Creek	1	150 "	150
Hogan Creek—Aurora	3	210, 150 & 100	460
Cochran's	3	210, 150 & 100	460
Miller's Mill	1	150	150
Below Allen's B	1	144	144
Above Allen's B	1	144	144
Whittaker's Fork, 1st Cross	1	100	100
Whittaker's Fork, 2d Cross	1	150	150
Laughery Creek	1	180	180
Otter Creek	2	174	348
Muscatatuc	1	210	210

LEBANON RAILROAD.—The Hamilton *Intelligencer* says: The Directors of the railroad now in process of construction from Lebanon to Cincinnati, have at length concluded to unite with the Hamilton Road at Lockland, rejecting the tunnel, in order to secure a connection with the St. Louis Road. This is a wise decision, for several reasons.

LIGHTNING TRAIN.—We see that the Cincinnati, Hamilton and Dayton Road, in conjunction with the Mad River and Lake Erie Road have established a Lightning Line between this city and Sandusky, making the distance in *seven* hours, and connecting at Sandusky with splendid steamers for Buffalo or Detroit, or the Upper lakes, leaving this city at 6 o'clock, A. M.

THE RECENT RAILROAD ACCIDENT.

It is an unpleasing task to us at any time to be constrained to record an accident upon any railroad, even when evidently unavoidable, and not the result of carelessness; but in the case of the sacrifice of life on Saturday morning last, 9th inst., at the crossing of the Harrison pike and Cincinnati, Hamilton and Dayton Railroad, in the western suburbs of our city, it does seem to have been the result of sheer carelessness on the part of the Engineer in charge of the locomotive.

That we might be enabled to give an unprejudiced account of the occurrence, we took the pains to visit the spot on the same day, and make inquiries of disinterested eye-witnesses of the transaction. From what we can learn, it appears that the train came from the north *under full headway, without giving any notice of its approach, either by whistle or bell,* though about to cross one of the most dangerous places for vehicles upon the whole line of the road, inasmuch as the line of the railroad is entirely hidden from the traveler coming into the city upon the pike, until by a sudden turn of the pike he finds himself upon the crossing, at the entrance of the bridge over Millcreek.

In consequence of there being no warning given, Mr. Seybolt drove upon the crossing just in time to be met by the train, the result of which was the death of himself and horse, and the demolition of the wagon, a portion of which struck the signal man, (who had caught sight of Seybolt and the train, but too late to do more than attempt to avert the catastrophe,) and injured him very materially also.

This is not the first time that accidents have occurred at this very point. But a short time since a horse was killed under similar circumstances. Much excitement prevails among the inhabitants at that point, and unless some change is made in the conduct of the road, serious consequences may be the result.

A LARGE BONUS.—The Detroit *Democrat* says: The Michigan Central Railroad Company have offered a bonus of $200,000 to the Canada Railroad Company, on the condition that it shall be completed by the 15th day of January, 1854. The Canada management say they will win the money without fail. This will bring us within 20 hours of New York, at all seasons of the year.

☞ The New Jersey Zinc Company has declared a dividend of four per cent. The Directors have reported that the Company's operations from 1st Nov. last to 31st May, have yielded a net profit of $48,289.26, and that the production has been increased from an average weekly value of $4,709 to $10,300.

RAILROAD EARNINGS.

CINCINNATI, HAMILTON AND DAYTON RAILWAY.

The receipts for the month of June last were:

Passengers	$20,528 08
Freight	10,905 00
Mail and express	869 85
Total	$32,302 93
Receipts for June, 1852	24,096 15
Increase	$8,206 78

LITTLE MIAMI RAILROAD.

The receipts for the month of June, 1853, are	$54,153 66
For June, 1852	43,945 57
Increase	$10,208 09

LOUISVILLE AND FRANKFORT RAILROAD.

The amount of receipts for 1852, twelve months, were $167,920.25, and for eleven months, to June, 1853, $187,229.14. Net profits for the eleven months, $80,847.25.

The expenses are 52 82-100 of the receipts; the profits 8 13-16 per cent. per annum on $1,000,000.

MILWAUKIE AND MISSISSIPPI RAILROAD.

The business of this road during the month of June has been large and prosperous. The receipts for the month (26 working days) foot up as follows:

Passengers	$8,304 03
Freight	10,259 14
Total	$18,563 17

An average of $713.96 per day. The receipts for the previous month of May were:

Passengers	$6,213 78
Freight	7,754 43
Total	$13,968 21

HUDSON RIVER RAILROAD.

The receipts of this road were:

For the month of June	$94,978 79
Same month, 1852	64,827 73
Increase, equal to 46 per cent.	$30,151 06

PEORIA AND BUREAU VALLEY RAILROAD—ORGANIZATION.—The stockholders of this Company met at Peoria, for the purpose of organization. A Constitution and By-Laws were adopted, and the following named gentlemen elected Directors:

J. Frink, G. C. Bestor, J. L. Griswold, Isaac Underhill, and W. S. Moss, Peoria; T. D. Brewster, Peru; B. Lombard, Henry.

And the following afterward elected officers, viz.:

President, Isaac Underhill, Vice President, John L. Griswold; Secretary, Washington Cockle; Treasurer, N. B. Curtiss.

Several resolutions were adopted relative to securing the right of way, depot grounds, &c.; committee appointed to close a contract with Messrs. Farnam & Co., for building the road; and after some further business, the Board adjourned.

RAILROAD ELECTIONS.

MICHIGAN CENTRAL RAILROAD.

At the annual meeting of the stockholders of the Michigan Central Railroad, the following named gentlemen were elected directors for the ensuing year:

D. D. Williamson, John C. Green, New York; Erastus Corning, Albany; John M. Forbes, R. B. Forbes, John E. Thayer, Geo. B. Upton, Boston; Elon Farnsworth and J. W. Brooks, Detroit.

This road has also declared a dividend of 7 per cent., for the last half year, payable on the 5th July inst. They have also decided to issue to the stockholders, at par, 50 per cent. of new stock, toward constructing the Air-Line Road from Toledo to Goshen, which they have put under contract.

INDIANAPOLIS AND BELLEFONTAINE RAILROAD.

The stockholders of this road have elected the following Directors:

From Ohio—William Witt, Richard Hilliard, Parker Handy, William Case, and James H. Godman.

From Indiana—Daniel Heaston, Samuel P. Antony, William Sparks, Daniel Yandes, A. Harrison, S. V. B. Noel, C. Fletcher, D. Kilgore, and John Brough.

From New York—Richard H. Winslow.

The new Board of Directors elected the following officers for the ensuing year:

President, John Brough; Secretary, William S. Hubbard; Treasurer, Thomas H. Sharpe.

NEW YORK CENTRAL RAILROAD.

The following are the officers of the Central Railroad:

E. Corning, President; Dean Richmond, Vice President; J. L. V. Buyer, Secretary.

The present Superintendents will probably be kept in office.

NORTH MISSOURI RAILROAD.

The following is the list of Directors of this Company:

John O'Fallon, Lewis Bissell, Thomas L. Sturgeon, Thomas T. January, Charles D. Drake, Jas. T. Sweringer, Calvin Case, Frederick Schulenberg, Gerard B. Allen, Francis Yosti, Arnold Kerkel, William G. Moore, Jas. S. Rollins, Jas. H. Robinson, Pines H. Shelton, John H. Penney.

INDIANAPOLIS SHORT LINE RAILROAD.

The Directors of this Company (organized under the General Railroad Law of Indiana,) organized by the election of John H. Bradley President, John Woolley Treasurer, and Dr. John M. Kitchen Secretary.

The Board of Directors is, Abraham L. Voorhes, Thomas A. Morris, Wm. Sheets, Charles W. Parry, Lawrence M. Vance, John Woolley, John M. Kitchen, and John H. Bradley. Col. Thomas A. Morris is Chief Engineer.

PADUCAH AND VINCENNES RAILROAD.

We give below the organization of the Ohio River and Wabash R. R. Company. It will be seen that Judge Ellis, recently President of the Ohio and Mississippi Railroad Company, is elected President. He is eminently fitted for the office, and we doubt not will carry it successfully to completion.

We understand that *half a million of the capital* has been subscribed, so that the work will go on immediately.

The Vincennes and Paducah Railroad Company was organized at Paducah on the 30th of June last, under the most favorable auspices. The following persons were chosen Directors:

Abner T. Ellis, Thos. Bulock, Abr. Smith, C. M. Allen, W. E. Browne, Vincennes; Jos. G. Bowman, Victor P. Bell, E. B. West, Illinois; L. M. Flournoy, Jos. Norton, Paducah; H. H. Goodman, Chas. W. West, Cincinnati.

At a meeting of the Directors on the same day Abner T. Ellis was chosen President, Jos. G. Bowman Secretary and Treasurer, N. A. Gurney Chief Engineer, S. S. Post Consulting Engineer, and C. M. Allen Solicitor.

The elections were unanimous. The Board and officers of the Company are persevering and energetic men, and well qualified to push on the work successfully.

The office of the Company is established at Vincennes.

INDIANA CENTRAL RAILWAY.—From the Dayton *Journal* we learn that the work on this railroad is progressing with great rapidity, and there is reason to believe that it will be completed by the first of October. The iron is down one and a half miles west of Centerville, and as far as the heavy work at Jackson's Hill. On the west of this hill the track is laid beyond Dublin, a distance of some ten miles. At Knightstown, a party is at work laying the rails east. From Indianapolis the track is down about 14 miles, and a party is at work, laying the rail still further east.—Last week the three parties laid seven miles of track. There remain now some 36 miles of iron to be put down in order to finish the line to Indianapolis. The grading is all completed west of Jackson's Hill, except the bridge embankments. These will all be done and the track laid to Jackson's by the time the work there is finished. Indiana Central is in the hands of men who seem to know just what ought to be done in order to accomplish the work with the utmost dilligence.

HENDERSON AND NASHVILLE RAILROAD.—The celebration of the commencement of this work took place at Henderson, on Wednesday last. A large crowd was in attendance. A barbecue had been gotten up in true Kentucky style. Everything passed off in an orderly manner, and much enthusiasm was evinced.

THE PERU AND INDIANAPOLIS RAILROAD.

From the Howard *Tribune* we learn that the laying down of iron on this work will be resumed the present week. Iron sufficient to complete the road to Tipton has been received, and enough for the completion of the work to Peru, has been landed in New York, and is now, probably, on the way here.

Considerable inquiry has been made as to the cause of the late suspension of track-laying beyond Tipton, after it was announced by the Company, early in the winter, that the iron for the entire work had been secured, and would be on hand by the time the weather became suitable for vigorous operations on the work. The delay was unavoidable, as we learn from one of the Directors of the Company. Sometime in the winter, the contractors' agent in New Orleans notified them of the terms upon which iron could be procured of a house in that city. The terms were satisfactory to the contractors, and their agent was immediately instructed to close the contract for sufficient iron for the work; but when called upon by the agent, the dealers refused to sell at the price at which the agent was authorized to purchase, and of course he was compelled to await further instructions from Messrs. DeGraff & Co., who acceded to the demand of the iron dealers, and again authorized the agent to make the purchase; the dealers again backed from their proposition, and the agent was compelled to wait once more for instructions. The contractors acceded to their demands in this way, until they were disappointed four times, when they determined to go East and secure the iron, which was done, purchasing of a European company, and all of which has now arrived.

Although the laying of iron has been suspended, the contractors have not been idle, but have made considerable progress on other parts of the road. The work on the bridge across Wild Cat, at Howard, is being vigorously prosecuted, the span being completed, and hands are now engaged in raising the trussel-work.

KNOXVILLE AND DANVILLE RAILROAD—RETURN OF COMMITTEE.—From the Knoxville *Register* we see that the committee recently visiting Louisville and Cincinnati, upon business of the above railway, have reached their homes, and have been welcomed by a public demonstration.

The gentlemen of the committee gave the meeting a narrative of the proceedings of the delegation, and closed by remarking that there was little doubt of the desired connection with the Ohio river at no distant day. The remarks were highly gratifying to the citizens. Several speeches were made, and resolutions relative to the road adopted—after which the meeting adjourned.

MISSISSIPPI AND MISSOURI RAILROAD.

This Company was organized at Chicago on the 28th of May last—the requisite amount of subscription having been received—by the election of the following officers:

John A. Dix, of New York, President; William B. Ogden, of Chicago, Vice President; William Walcott, of Utica, Joseph E. Sheffield, of New Haven, Henry Farnam, of Chicago, Thomas P. Durant, of New York, Ebenezer Cook, of Davenport, Directors; Azariah C. Flagg, of New York, Treasurer; Henry Farnam, Chief Engineer; John B. Jervis, of New York, Consulting Engineer; John E. Henry, of Chicago, Secretary, and N. B. Judd, Solicitor.

On the first Monday in June an informal meeting was held by Messrs. Walcott, Farnam, Ogden, and Judd, at Davenport, Iowa.

A proposition was made to build the main trunk of the road via Iowa City, with a branch to Muscatine and thence West; also a branch through Cedar county up the valley of Cedar river to Cedar rapids, in Linn county.

This being a new proposition, a committee of five was appointed to confer with the Directors and report the next evening to an adjourned meeting. This proceeding resulted in the adoption of the following arrangement:

The stockholders amended the charter so as to allow the building of the three roads by the same company, and increased the number of Directors from seven to nine. Thereupon the Directors met, and unanimously elected George Green, of Cedar rapids, and Thomas M. Isett, of Muscatine, as the two additional Directors.

On Wednesday evening, 8th of June, the committee of five reported to a large and respectable meeting, that they had unanimously agreed upon the amended organization hereinbefore stated. After an interesting interchange of opinions and good feelings, the proposition was unanimously adopted.

By this arrangement Scott and Johnson counties, with such assistance as they can get along the route thence to Iowa city, have to raise $350,000; when the contract for the first division of the road will be let, and the work commenced within thirty days.

RAILROAD IRON.—The Chattanooga *Gazette* says: The company recently formed in that city for the erection of a large establishment for the manufacture of railroad iron, &c., &c., will commence work immediately. The capital is $100,000. From the wealth and experience of the gentlemen concerned, we may look for the work to progress to completion at the earliest possible date. The location is most favorable, and the abundance and quality of the necessary material unsurpassed by any other location perhaps in the Union.

GIRARD AND MOBILE RAILROAD.

The Columbus, Ga., *Times* has a proposition which, if completed, will give additional value to the Girard Road. That paper says: "The Mobile subscription to the Girard Railroad has awakened considerable interest among our Eufaula friends on the subject of a connection with that enterprise. The hopelessness of the proposed route, connecting Eufaula with the Southwestern Road, and the perfect practicability of a connection with the Girard Road, which, at the same time, secures to Eufaula steam communication with the Gulf and the Atlantic, is rapidly determining the question in favor of this route. To us it seems that there is not much room for debate between the two, and we are pleased to learn, as the subjoined letter indicates, that our Eufaula friends are taking the same view of the question."

EUFAULA, Ala., June 10, 1853.

MESSRS. EDITORS:—Our people have gone to work in good earnest to build the railroad from here to intersect the Girard and Mobile Road. We have opened books for subscription to the stock, and over $60,000 were taken in two days. We will soon increase it to $100,000, and then expect to raise the balance in the country, and in Columbus. We want that "substantial aid" mentioned in a late number of your paper, and will soon show ourselves worthy of it. Our wealthiest and most influential private citizens are all taking an active part in favor of the road. A few oppose the road because they prefer to get the Southwestern road, and fear competition with Columbus. But more hereafter.

Yours truly,
E. S. SHORTER.

METROPOLITAN RAILROAD—MARYLAND.—The following is the number of shares of stock of this road as ascertained at the meeting of the commissioners on Tuesday, to have been subscribed:

In Washington, 1,806 shares; Georgetown, 6,723; Rockville, 220; Hagerstown, 216; Fredericktown, 115—total, 9,080.

This left a deficiency of 920 shares to make up the required number of ten thousand to authorize the organization of the company; and, therefore, agreeably to the provisions of the charter, it becomes necessary to re-open the books for ten days more, for further subscriptions.

The corporation of Frederick has adopted a resolution appointing a joint committee of three to obtain from the General Assembly of Maryland the passage of a law authorizing the Mayor, Aldermen and Common Council of Frederick to subscribe for $50,000 of the stock in the Metropolitan Railroad, or to guarantee the bonds to that amount.

☞ The city council of Montgomery has subscribed $500,000 to the capital stock of the Alabama and Florida Railroad from that place to Pensacola.

ATLANTIC SEABOARD CONNECTION.

We take the following from the Savannah *Courier*, under the caption of

A Short Chapter on Railroads.—We notice by the Western papers that it is proposed to construct a railroad direct from Mobile to New Orleans. This proposition assumes increased importance, when considered in connection with the contemplated road from this city to Pensacola. From the point where the latter road will cross the Escambia river to Mobile, the distance, according to Mitchell's map, is forty miles. From Mobile to New Orleans, by the same authority, is one hundred and five miles. The distance from Savannah to the Escambia is about three hundred and eighty miles.

This would give us the following distances between the several points named, viz.:

From Savannah to	Pensacola.....	391 miles.
" "	Mobile	420 "
" "	New Orleans	525 "

Supposing the running time to be 25 miles per hour, the time would be to Pensacola 16 hours, to Mobile 17, and to New Orleans 21 hours. Add to this 56 hours as the steamer's time to New York, and we have the entire time between the two great commercial emporiums of the Union reduced to 77 hours.

It requires no argument to prove that this route, when completed, would defy all competition. It would be twenty hours shorter than the routes now contemplated through the mountains of Virginia, and six hours shorter than the Girard route. Of course it would control the through travel, and thus place Savannah on the great thoroughfare between the North and South. It would give us a daily line of steamers to New York, and add immensely to the commercial growth and prosperity of our city.

We allude to this matter now for the purpose of impressing our readers with the importance of the early completion of the contemplated road, by the most *direct route*.—That the Mobile and New Orleans Road will be built, we have not a doubt. That the road from Escambia to Mobile will also be constructed, is equally certain. The whole enterprise is of a national character, and will attract the attention of both Northern and Southern capitalists.

Toledo, Norwalk and Cleveland Railroad.—The stockholders and directors of this road, at their meeting held in Norwalk, on Thursday, 16th ult., agreed to the proposed consolidation with the Junction Road. In the terms of the consolidation, the parties have agreed to unite with the Mad River Railroad Company in establishing and maintaining a railroad connection between Sandusky and Fremont to Clyde. Also, the consolidated Company agrees to assume and guarantee the respective obligations of the companies. The consolidation to take place on the 1st of September next, until which time the net earnings of each are to be regarded as the property of such Company.

☞ Tipton county, Tenn., has voted, by a large majority, to subscribe $100,000 to the Louisville and Memphis Railroad.

JEFFERSONVILLE & LAWRENCEBURG R. R.

A meeting of the citizens of that thriving little town, Rising Sun, was held at the court house on Saturday, June 25, 1853.

D. G. Rabb, Esq., was called to the chair, and Wm. M. French was chosen Secretary.

The following resolutions were unanimously adopted:

Resolved, That the action of the citizens of Vevay in relation to building a railroad from Jeffersonville to Lawrenceburg, meets our hearty approbation; and that we will co-operate with them in carrying out the suggestion of the meeting held on the 18th ult.

Resolved, That a committee of fifteen be appointed by this meeting to act with the committee appointed by the citizens of Vevay, and other committees, to carry on the enterprise with energy, and to a successful termination.

The following named gentlemen were chosen as the committee:

S. F. Covington, H. E. Dodd, A. C. Downey, J. S. Jelley, D. G. Rabb, Wm. M. French, A. C. Pepper, B. J. Hathaway, Dr. H. T. Williams, W. H. Powell, Henry Brown, B. B. Loring, D. Shepherd, G. I. Moore, and J. I. French.

This committee met on Wednesday, June 29, 1853. Capt. John I. French was chosen Chairman and S. F. Covington, Sec'y.

The following resolutions were presented and unanimously adopted:

Resolved, That this committee will meet such other committees and individuals as may attend at the court house in Vevay, Saturday, July 16, 1853, at 1 o'clock, P. M., for the purpose of consultation, and to agree upon and sign articles of association.

Resolved, That notice thereof be published in the Republican; and that the committee at Vevay be requested to publish the same, and procure as large a meeting as possible at the time and place above described.

Adjourned. John I. French, Pres't.
S. F. Covington, Sec'y.

Smoking in the Cars.—An important railway question was recently decided in England. The Edinburgh and Glasgow Company was sued by a passenger, who held a yearly ticket, for damages sustained by him from the danger of fire, and the injury to his feelings, in consequence of the non-enforcement of the rule against smoking. The decision was, that the Company was liable, in every case of smoking, to the infliction of a penalty of 40 shillings, and they were fined accordingly.

☞ The Grand Jury of Allegheny county, Pa., have recommended to the Commissioners a subscription of $150,000 toward the construction of the Chartiers Valley Railroad.—This, with a subscription of the same amount by the city of Pittsburgh, secures the construction of this very desirable and important road, and gives us a direct connection with Pittsburgh by railroad, a consummation devoutly to be wished by both parties. We have no fears but the road will be pushed forward by Gen. Moorehead, the active President.—*Wheeling Gazette.*

SOUTHWESTERN, TENN., RAILROAD.

Col. W. Bosson and Hon. A. Cullom, returned from the North on Monday last, whither they went on business connected with the Southwestern Railroad. They fully accomplished the intents of their mission, and the contract for building and equipping the road ready for business, is now signed, sealed, witnessed, and delivered. The friends of the road may therefore rejoice in the fullness of heart, for all cavil, doubt, and uncertainty is at an end forever.

Wm. E. Ferguson & Chamberlin are the contractors — they take one third stock, and the road to be ready for running in two years and a half from the breaking of ground — The survey for locating the road, will be commenced, it is expected, during the latter part of July, or by the 10th of August, and the contractors have the privilege of putting their hands to work, as soon as a few miles of the road are located. The tact, energy, and indomitable courage and perseverance of Mr. Ferguson will throw great life and activity into the work and carry it forward with a dispatch unsurpassed in the history of road building in the United States. The climate through which the road will run is not surpassed—water, as pure, fresh, and abundant as any other portion of the world can boast, with the finest quality of inexhaustible timber; and a soil susceptible of the highest state of culture, which is now teeming with rich agricultural products and the various fruits. With all this, provisions are now abundant, and every thing inviting to the vigorous health of contractors, work hands and all engaged in the great work which is to redeem our country from the thraldom which has bound it for fifty years. Increased life and activity are already manifest, and we feel assured that every friend of the work will accelerate its movements by throwing his whole energies into the cause.—*Sparta Herald.*

Railroad Casualty—Connecticut Law. The new Railroad Law passed the Senate a few days since, by a vote of 20 to 1. The substitute for the original bill—given in one of our recent issues—was debated in the morning session, but in the afternoon so many amendments were offered by the Committee themselves, and by others, as to materially alter not only the original bill but the substitute. The section inflicting a fine on those who were walking on the road, and the section demanding of every engineer who saw a person on the track, to bring the train to a full stop, were stricken out, and a section substituted subjecting any employee of the company who, through intoxication, neglect, or carelessness, killed or maimed any person, to imprisonment. The bill still contains the provision rendering the company, where an individual has been killed, liable to an action of damages to an amount not exceeding ten thousand dollars.

Cincinnati, Hamilton and Dayton R. R. Richard Huston, Esq., has been appointed Chief Engineer of this road, in place of S. S. Spafford, Esq., who has gone on to the Philadelphia and Wilmington Road.

FREMONT AND INDIANA RAILROAD.—The Fremont *Democrat* informs us that during the first three days after the opening of subscription books at that place, the amount subscribed reached $65,000, and that since that time the subscription had been increased to $100,000. "All this amount," says the *Democrat*, "has been subscribed on that part of the road between Fremont and Lima. The people on this part of the line are energetically engaged in the enterprise, and daily increasing their subscriptions. The meeting of the stockholders for the election of Directors will be held at Rome, in Seneca county, on the 18th of July next; and if the same enthusiasm which now exists continues to that time, it is confidently believed that the subscriptions on this part of the road up to the day of election, will be sufficient to pay the entire cost of preparing this part of it for the iron. The preliminary surveys have been made between Fremont and Lima, and the engineers are now on that part of the line, making a permanent location. We are informed that the letting of contracts for all that part of the road between Fremont and Lima will take place at the engineer's office, in Fremont, on the 20th of next month. It is the determination of the projectors and friends of this road, to push it forward to a rapid completion.

GREAT WESTERN RAILWAY COMPANY OF CANADA.—The annual report of the Directors of this Company, to the 30th of April last, has just been published in the Detroit papers. The citizens of New York individually, and as stockholders in the central line of roads, are deeply interested in this work, on which there has been expended as follows:

Up to the date of the last report, in June, 1852	£383,030 8 5
From the accounts this day submitted, it will be seen that the total expenditure to the 30th of April, 1853, was	1,322,758 2 10
There has consequently been expended during the past twelve months	939,718 14 5

The report says it will thus be seen that a large amount of work has been performed since the last annual meeting, and the progress made up to this time has been such as to admit of the work being pressed forward during the present season with the greatest possible rapidity.

The Directors therefore feel themselves justified in expressing a strong and confident belief that by the adoption of the most energetic measures to press on the work, they will, if no unforseen contingencies arise, be in a position to open the line from Niagara to the Detroit river by the 1st of January next.—*Rough Notes.*

LOUISVILLE AND MEMPHIS RAILROAD.—The Logan County Court has passed an order directing that polls shall be opened Tuesday, the 23d day of August next, at the different election precincts, for the purpose of taking the votes of the citizens upon the proposition to authorize the County Court to make a subscription of stock to the Louisville and Memphis Railroad, to the amount of $300,000, payable in county bonds.

☞ The Hornellsville *Tribune* says: We understand the Buffalo and Corning Railroad will be opened as far as Caledonia about the first of July, and that the opening will be extended to Batavia a few weeks after. A trip over this road a few days since, between Corning and Bath, gave us an opportunity of viewing what was to us a new section of this country; and we were much pleased with the face of the country, and the fine and very apparently productive farms through which this road passes. The way business of this road must always be a very important revenue toward its support. The passenger cars we found very neat and commodious, and Mr. Henry Fisk, one of the conductors, a very able and gentlemanly officer, appeared not only to understand, but to faithfully discharge the duties devolving upon him as conductor. The credit of a road depends much upon the courtesy and bearing of its conductors.

ACKNOWLEDGMENTS.

THE AMERICAN JOURNAL OF SCIENCE AND ARTS.—The July number of this valuable periodical is received, and, as usual, is replete with matter of interest to the scientific public. Among others, an interesting article upon *Pisciculture*, or the re-peopling of streams with fishes, from which we shall make extracts for our columns.

HUNT'S MERCHANTS' MAGAZINE.—This ever welcome magazine is also at hand for July. Its columns contain miscellaneous articles of general interest, concerning the commerce of our country, Journal of Mercantile Law, and Commercial and Financial Chronicle and Review of the United States, all edited with the tact and judgment usually displayed in this Journal.

EXHIBIT OF THE CONDITION, PROGRESS AND BUSINESS OF THE LEXINGTON AND DANVILLE RAILROAD COMPANY: May, 1853.—We are indebted to some unknown friend for this pamphlet, and shall give our readers the benefit thereof.

Miscellaneous.

OUR INLAND GREATNESS.

It is an acknowledged foible in the Yankee character that it is fond of boasting, yet we trust that we shall not be considered obnoxious to this charge in presenting to our patrons the following facts and figures, from the Albany *Knickerbocker*, relative to the progress of our country:

In less than half a century our inland commerce will be larger than that of any kingdom, principality, or territory upon which the sun shines. Look at the vastness and greatness of our inland navigation, and the lines of railroads that connect with them. It is estimated that the United States have over three thousand miles of lake coast, not far from thirty thousand miles of navigable rivers, and three thousand miles of canals, composing a total of about thirty-six thousand miles of inland water navigation. The gross value of the commerce of the lakes in 1840, exclusive of the cost of tonnage, was $65,000,000; in 1846, $123,000,000; in 1848, $186,000,000; and in 1851, it was $325,000,000. The unparalleled increase within the last three years is owing to the opening of so many new lines of railroads at various points intersecting the lakes, and cheapening the prices of transportation from the interior to the lake shore. The enrolled tonnage of the lakes in 1841 was 56,000 tons; in 1846, 106,836 tons; and in 1851 it was 215,975 tons, being an increase of nearly five hundred per cent. in measurement in ten years, while the increase in capacity, owing to a substitution of steam for sail as a motive power, both for propulsion and handling of freight, is much greater still.

The gross tons entered at all the lake ports in 1851 are estimated at 9,469,506, and cleared 9,456,346. The steamboat tonnage of the western rivers in 1842 was 126,278; in 1846, 248,035; and in 1851 it was reported by Secretary Corwin at 1,135,558 tons. The rivers employ 558 steamers, and the lakes 157.—The original cost of the whole sail and steamboat tonnage of the lakes and rivers in 1851, was about $21,838,000. The total net value of all the property transported on the lakes in 1841 was estimated at $33,000,000; in 1846, at $63,000,000; in 1843, at $93,000,000; and in 1851, at $151,000,000. That of property transported on the rivers of this valley in 1842 was estimated at about $130,000,000; in 1846, at about $184,000,000; and in 1851, at about $275,000,000. This gives an aggregate money value for interior lake and river commerce in 1851 of about $438,200,000, an amount far exceeding our foreign commerce, exclusive of specie. But if we add to this the enormous coasting trade of the United States, including California, the amount would more than double our foreign commerce. This is exclusive of our railway and canal commerce.

The railroads of the United States now in operation are estimated to comprise fifteen thousand miles—though in the census report they are put down at only about ten thousand miles—constructed at an average cost of $25,000 per mile, making an average expenditure of about $375,000,000 for these great arteries of internal trade. Nearly all this railway that has affected the lake and river trade of 1851, has been opened since the commercial returns of 1848, or at least a large portion of it, and it has been seen that the results are beyond all anticipations. Enough has been said to show our readers the vastness of the inland trade and commerce of the country, and its immense importance to her future welfare and prosperity.

☞ The Wabash and Erie Canal is at length completed, says an exchange. It has been twenty-one years in progress. The work unites the waters of Lake Erie at Toledo with the Ohio at Evansville. Its whole length is 459 miles, of which 275 miles are in Indiana, and 84 miles in Ohio. The eastern section was first opened, and eleven years ago united the Lake and the Wabash at Lafayette. The embarrassed finances of Indiana made its subsequent progress for several years quite slow. By 1849 it was pushed down the valley of the Wabash to Terre Haute, and now, four years after, by means of its own improved finances, separated from the State debt proper, it has reached its ultimate destination.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	97	98
Do do	" "	6	1880	96	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	98	100
Do Mississippi	1st " "	7	1862	97	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	105	107
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	96
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	95	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6			
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	96	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	104	106
Indianapolis and Lafayette	" "	7	1861	94	95
Jeffersonville	1st " not "	7	1861	90	92
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7		85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	93	95
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	114
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	107	108
Do Southern	1st " " "	7	1860	104	106
Milwaukie and Mississippi	1st " " 1857	8	1862	102	104
New Albany and Salem	" on 1st section	10	1858-62	108	110
Do do	1st " on other sections, convert.	8	1864-75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	117
Do do	2d " convertible	7	1859	108	109
Do do	Income, not convertible	7	1855	99	100
Do do	Convertible till 1861	7	1871	98	99
Do do	" " 1862	7	1862	101	102
Northern Indiana	1st mortgage, not convertible	7	1860	105	107
Do do	2d "			93	94
Ohio Central	1st mortgage, convertible, west section	7	1861	104	106
Do	1st " " east "	7	1864	104	105
Ohio and Indiana	1st " "	7	1867	98	101
Ohio and Pennsylvania	" "	7	1865-6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	125
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		105	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	99	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	100	102
Steubenville and Indiana	1st " "	7	1865	92	94
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	96	98
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	70	71
Bellefontaine and Indiana	50	107	110
Chicago and Rock Island		97	100
Cincinnati Hamilton and Dayton	100	114	115
Cin. Wilmington and Zanesville	100	75	85
Cleveland, Columbus and Cin	100	133	135
Cleveland, Painesville and Ashtabula	100	140	145
Cleveland and Pittsburgh	50	103	105
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	114	115
Covington and Lexington	50	74	75
Dayton and Michigan	50	55	65
Dayton and Western	50	85	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100	130	135
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	102	105
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	73	77
Little Miami	$50	120	121
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		100
Macon, Georgia		107	109
Mad River and Lake Erie	50	95	100
Madison and Indianapolis		97½	100
Marietta and Cincinnati	50	75	90
Maysville and Lexington		60	75
Michigan Central		117	118
Michigan Southern		144	147
New Albany and Salem	50	65	70
New York and Erie	100	78	81
Northern Indiana		144	147
Ohio Central	50	95	100
Onio and Mississippi	50	90	93
Ohio and Pennsylvania		90	100
Panama		120	121
Pennsylvania	50	99	100
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		106	108
Toledo, Norwalk and Cleveland		146	153

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	108	109
Do	6	1862	115½	116
Do	6	1867	122	122½
Do	6	1868	122	122¾
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	90	92
Do Interest do		....	60	62
Indiana	5	....	98	99
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred	5	....	9	10
Kentucky, 30 years	6	1871	110	111
Do 15 years	6	....	108	109
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	104	105
Do	6	1860	107	108
Do	6	1870	114	115
Do	6	1875	115	117
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109
City Securities.				
Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	107	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	103	104
Do	5	1890	105	107
Philadelphia	6	1870-90	105	106
Pittsburgh	6	1869-71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			107	108
Lafayette, Cincinnati, (closing)				
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			115	116
Northern, and Branches			116	118
Southern, and Branches			103	106
Bank of Louisville			115	116
Kentucky Trust Co			101	102
Farmers' Bank of Kentucky			106	107
Newport Safety Fund Bank			100	102
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
MISSOURI.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			98	100
Planters'			97	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾prem	⅞prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾prem	⅞prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾prem	⅞prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾prem	⅞prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	½prem . ¼ to ½prem.	
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 25	@	16 50
Patriot Doubloons	15 65	@	15 80
Sovereigns, light	4 84	@	4 88
Sovereigns, heavy	4 85	@	4 90
American, new	1 00½	@	1 01
American, old	1 04	@	1 05
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 03	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$184
80 acre warrants	91	93
40 acre warrants	44	46

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Monday, July 11, 1853.

5	Shares Commercial Bank stock	108 00
1	" Cincinnati and Harrison Turnpike stock	8 00
10	Shares Kentucky Trust Co. Bank stock	98 00
100	" Little Miami Railroad stock	120 50
20	" Do do do	119 25
50	" Covington & Lexington Railroad Co.	74 00
20	" Do do do	74 75
20	" Do do do	75 00
8	" Do do do	76 37½
4 13-89	Peru and Indianapolis R. R. stock,	69 00
80	" Lawrenceburgh and Upper Mississippi Railroad stock	73 00
10	" Hamilton and Dayton Railroad stock	passed.
12	" Bellefontaine and Delaware Railroad stock	passed.
1	Bond of Covington and Lexington Railroad for $1200; interest payable annually—10 years to run from October 22, 1852	83 00

MONETARY.

At the East, the Money Market remains unchanged. The Market is well supplied at from 5 to 7 per cent. for short paper, very little of which is offering outside of the Banks. Second class paper rates from 7 to 9 per cent.

The Share Market also remains, with very slight variations, as at our last report. The retirement of Thomas Townsend, Esq., unexpectedly, from the Treasury Department of the Erie Road, has had the effect to depress the stock of that Company some two per cent. The shares of completed and well established railroads are in demand. The New York Central is quoted at 119 to 121.

Government Securities are very firm, being in demand for banking purposes, inasmuch as a large portion heretofore pledged with the Comptrollers of various States has matured, and as the interest ceases, is no longer profitable, and must consequently be exchanged for other interest-paying stocks.

The demand for Foreign Exchange has been exceedingly limited, and ruled at rates from 109 to 109¾, according to the standing of the drawers.

The past week has been "dividend week" pretty generally throughout the Union, for Banks, railroads, and other companies; and from the high rate of per centage declared, we find that business must have been very profitable.

Dividends have been declared as follows by the following named

BANKS:

Mammoth Bank Charleston, S. C.	℔ an	10 ℔ cent.
Bank of Georgetown,	" "	16 "
Bank of Camden,	" "	12 "
Com'l Bank Columbia,	" "	10 "
Mechanics' Bank,	" "	8 "
State Bank,	" "	8 "
Bank North America, Phila. semi-annual (with an extra div. of 3 ½ cent.)		5 "
Bank of Penn, semi-annual		5 "
Kentucky Trust Company, semi-annual		4 "
Ohio Life Ins. and Trust Co.	"	4 "

RAILROADS.

South Carolina Company,	℔ annum	8 ℔ cent.
Charlotte, S. C., Company, 1st div.,	℔ an	5 "
Little Schuylkill Company, semi-annual		4 "
Clevel'd, Painesville & Ash.	"	5 "
Erie and Northeast, annual		8 "
Hudson River, semi-annual		3½ "
Mich. Central,	"	7 "
Mich. Southern,	"	7 "
Little Miami Co.	"	5 "
Ohio and Piqua,	"	3½ "
Mansfield and Sandusky, semi-annual		4 "
Indiana and Bellefontaine,	"	3 "
Cleveland and Pittsburgh,	"	8 "

At the West, the Money Market remains steady, with a demand equal to the supply, at rates from 9 to 12 per cent. for out of door transactions, Bank rates 6 per cent.

In the Share Market, the business has been light, most of the heavy operators being out of the city. The sales by Messrs. Hewson & Holmes, as quoted in our columns, indicate a steady market.

The completion of numbers of new roads is tending to make railroad traffic very brisk, even at this usually dull business season, and it is pleasing to note the evidences of prosperity among them. The Bellefontaine and Indiana Railroad is now completed, and running throughout its entire length. The Indianapolis and Bellefontaine Road, we see, has again come under the control of the Madison and Indianapolis Company, by the election of Jno. Brough, Esq., as President. We suppose the object of this measure is to keep control of an eastern connection for the Madison and Indianapolis Road, which is rapidly becoming a mere local road, by the opening of direct rival routes.

American Stocks Abroad.—Estimated amount of American Stocks owned in foreign countries, or advanced on by foreign houses, and issued for various state, city, county, banking, canal, and railway purposes, as compared with the amount of Stocks so held in 1848 and in 1852:

	1846.	1852.	1853.
Federal	$11,000,000	$45,000,000	$40,000,000
New York	16,000,000	40,000,000	48,000,000
Pennsylv'a	30,000,000	47,000 000	57,000,000
Ohio	15,000,000	30,000,000	35,000,000
Michigan	2,000,000	6,000,000	8,000,000
Massach'ts	2,000,000	7,000,000	8,000,000
Maryland	6,000,000	10,000,000	14,000,000
Virginia	6,000,000	12,000,000	12,000,000
S Carolina.	2,000,000	2,500,000	2,500,000
Georgia	700,000	1,200,000	1,500,000
Alabama	7,000,000	8,000,000	8,000,000
Mississippi	7,000,000	7,000,000	7,000,000
Texas	2,000,000	2,000,000	2,000,000
Arkansas	2,500,000	2,500,000	2,500,000
Tennessee	2,500,000	4,000,000	5,000,000
Kentucky	2,000,000	3,000,000	4,000,000
Indiana	5,000,000	10,000,000	13,000,000
Illinois	10,000,000	13,000,000	21,000,000
Missouri	500,000	1,000,000	4,000,000
Louisiana	12,000,000	10,000,000	10,000,000
N. Carolina.	.....	.....	500,000
California	.....	.....	500,000
N J. R. Rds	.....	.....	2,000,000
Florida Ter.	.....	.....	4,000,000
Dis. Columb.	.....	.....	2,000,000
Total	$141,200,000	261,200,000	311,500,000

VALLEY OF THE AMAZON,

AND THE ATLANTIC SLOPES OF SOUTH AMERICA.

[CONCLUDED.]

To appreciate the situation and understand the condition of our sister Republics on the Amazon, we have but to cast back and recollect the time when the mouth of the Mississippi belonged to another power. We claimed the free use of that river from its mouth up, as a natural right. It was the gift of God to the people whom, in His wisdom, He intended should inhabit its valley, be they of one or of many nations. Money and troops were placed at the disposal of the Executive of this nation, to enforce this right with regard to the Mississippi.

Brazil, herself, has just come out of a long and perplexing war with Buenos Ayres, one of the objects of which was this very question as to the free navigation of a river owned by more nations than one. The La Plata was that river. Brazil owned some of its tributaries, the Republic its mouth, and she fought it open, and so forced her way down by the strong arm.

But upon the Amazon, the Republics own the upper waters, the Empire the lower; and Brazil keeps them closed tight, notwithstanding some of those Republics have thrown their ports open to the world, and invited all nations to come and trade with them.

Brazil knows that, according to all the principles of right, the navigation of the Amazon should be free. Shall we force it open? No. Let us try diplomatic "suasion;" for it may be opened peaceably; and we desire, above all things, to cultivate the relations of peace and friendship with the nations of this continent.

We are the best customers of Brazil for coffee, her great staple. It would be well to remind her that her coffee is admitted into this country duty free; and that this fact is a commercial consideration, which, in negotiations between two countries, ought not to be forgotten.

Moreover, the Mississippi and the Amazon are the two largest rivers in the world. Hundreds of millions of commerce annually pass up and down the former. Not more than two millions come down the latter. The navigation of the former, therefore, is worth many times more than that of the latter. Shall the free navigation of the "Father of Waters" be offered to Brazil, in exchange for the free navigation of the "King of Rivers," if it can not be had without?

The future of this country is magnificent. In casting about for the elements of prosperity which are to embellish that future, many are the sources of national wealth, power and greatness which loom up in the distance like land-falls at sea, the outlines of which are at first but dimly seen, yet the land-cloud over them is distinct. Our reckoning tells us that *terra firma* is under it, and though we can not make out the outlines thereof, we *feel* that it is there.

So, too, with the sources of human happiness and prosperity that are to make this country glorious, though we can not just now make out all the channels thereof, their precise capacity and direction; yet we feel that they are in store for our children. Most of them are internal, and therefore within our own keeping. But many of them are external. Among these last we are accustomed to feast our imagination with excursions across, over and about the Pacific. Japan is

to be opened to commerce; China is to be Christianized. With her millions, our people are to buy, sell and get gain. Australia is to be a mighty nation and a good customer; and all the islands of the Pacific are to attract our ships and court friendly alliances with us.

But, in looking so far into futurity and the distance, it happens with our mental as it oftentimes does to the optical powers—we are looking a great way, the eye is adjusted for distant vision, and the very thing we are seeking, by being close under our feet, escapes notice.

And thus it is with the Amazon and the Atlantic slopes of South America. The area of that country can cover that of British India three times over, and the Amazon is the great artery of it all.

Now suppose we had Alladin's lamp, or the wand of some powerful magician, by the touch of which India and all the Isles of the East, with their inhabitants, commerce, productions, and former wealth, could be lifted up, transported across the seas, and set down in the great valley of the Amazon, just as they are—what should we have; and what would be the effect upon the business relations of this country?

India would be at our doors, and all nations in trading with her, would have to pass them, for to all either going or coming they occupy the position of half-way houses. We should see steamboats at the wharves of New Orleans and St. Louis, of Memphis, Louisville, Cincinnati, Wheeling and Pittsburgh, arriving daily and hourly from, and departing to this new country.

We may imagine one of our children standing on the last of the Chickasaw Bluffs, counting the Amazonian boats as they pass and repass, and telling their cargoes. There goes one, we may suppose him to say, deeply laden from the Rocky Mountains, which is to be unladen at the foot of the great falls where the Amazon takes its last leap from the Andes. She exchanges salutations with one just coming up the river from Eastern Peru. Her cargo is an assorted one of great value: fine wool, precious metals, spices, cocoa, Peruvian bark, and a great variety of tropical fruits, both rich and rare.

Here is one from Bolivia: she has a cargo of coffee and tobacco, as superior to that of Mocha and Havanna, as the coffee of Brazil is to Jack Tar's best "Scotch." That one coming down the river there, is from Pittsburgh, with a shipment of glass, hardware, and fancy articles. She is bound for the markets of Quito, and is going on a trading voyage with the Eastern provinces of Ecuador for gold dust, cochineal, and indigo.

That one that is just passing her is from the diamond region of Brazil.

There is one, just turning in to the landing at Memphis—she is in the drug and dye-stuff trade—she has the most brilliant of crimsons, scarlet and purple, with the richest assortment of spices and gums.

New Orleans and Para, Tabatinga and Wheeling, St. Louis and Nauta, would each and all be in connection by regular lines.—The upper countries of the Amazon and the people on the head waters of the Mississippi, the Missouri, and their tributaries, would be in closer and more easy communication than the people of Tennessee and the Ohio were with New Orleans when we were boys. You recollect the custom was for our young men in those days, after gathering their crop in the fall, to build a "broad horn," to embark upon it with their crop, and drift down the river to New Orleans and a market. Arrived there, they sold both boat and cargo, and walked back. This brought their return so late in the Spring, that seed time had already passed. And thus it was, one year to make a crop, another to get it to market.

I have seen these things, when a boy, in the Mississippi valley. So have you. And therefore you should not now, in your more advanced life, call me visionary when I invite you to "take an excursion into the future" upon the Amazon, and there to "feast your imagination" with the contemplation of the Mississippi-like changes on the other side of the Equator, and of what the Atlantic slopes of South America are to be in the commerce, the greatness, and the glory of this country, when the "freedom of the seas" shall in reality be established upon the waters of the Amazon.

When that day comes, the mouths of the Mississippi and the Amazon, New Orleans and Para, without the aid of the lamp or wand of any sorcerer, will be within two weeks of each other. Amazonia will supply this country with all the intertropical productions of the world; for it is a country, whether we consider the wealth of its mineral or vegetable kingdom, of unsurpassed riches and resources.

While we are receiving these things from this magic "India," the United States would support the workshops and afford the granary for that country.

The boat-yards of the Amazon would be on the Ohio and Upper Mississippi. The flouring mills of the Amazon would be on the James river—the packing-houses in our grazing States; and its looms among our manufacturing people.

The picture I have drawn is tame, for the axe, steam and the plough are far more powerful than the wand of the greatest magician. Therefore, let us do what, as good citizens, good neighbors, and good men, we rightfully may, to touch the waters of the Amazon with the magic but real influences of steam, its forest with the axe, and its wastes with the plough. For in doing this we establish the foundations of commerce with a country that is alone capable of sustaining the entire present population of the world.

The future of these United States, so far as commerce with Europe may affect it, is charming; so far as our relations with the markets of the Pacific may bear upon it, is vast; but in so far as it is touched by the Amazon, it is dazzling.

Just here, a gentleman direct from Lima has stepped in upon me with a message and dispatches from that far country. The Amazonian fever is raging there. Peru is about to establish free ports upon her tributaries to the Amazon, that she may let the Mississippi steamboat upon her waters there.

"Tell the North Americans," says Tirado, the great Peruvian statesman, "we want to see them upon the Amazon, settling down upon our Eastern slopes of the Andes, and bringing with them the steamboat and the spirit of enterprise which characterizes them. We are about to *let down the bars* at this end; tell them they must *open the gate* at the other, and come up to us with the Mississippi steamboat."

Gallant little Ecuador, ardent as the rays of her own vertical sun, speaking through one of her high functionaries, says:

"Ecuador *will have* a sure way of putting herself in connection with the United States. From the time of the conquest till now, she has possessed the right of free navigation upon the Amazon. Gonzales Pizarro and Captain Orellana sailed down that river to the Atlantic in vessels built and armed on the Napo. Her missionaries from time to time have followed the same route. She has continued to use it in such a manner that the Empire of Brazil, though she owns the mouth of the Amazon, yet can not hinder Ecuador in the continued exercise of a right which nature and usage have given her, and which is in conformity with the laws of nations, and the practice of all enlightened governments."

Ecuador is alive to the importance of the subject, and reciprocates the kindly feelings in this country toward her. "She," her Minister goes on to say, "recognizes the desire of the United States to fraternize with their sister Republics of the South, through the means of commerce, industry, and civilization."

Therefore, the invitation from her is,—"Come, fetch us the river steamboat—it will attract population and commerce, and draw more closely the ties which bind Ecuador and the United States in the bonds of peace.—Come, you shall have a fair chance at the rich treasures and vast products which abound in the country drained by the Napo and other Ecuadorian tributaries of the Maranon," as the upper Amazon is called.

New Granada, the State of enlarged views and enlightened policy, the State which is already in close political alliance with us, has caught up the strain and echoed it back from her mountain peaks, in tones too clear and distinct not to be understood.

A high functionary, also, of that Government, to whose notice a friend had brought the enlightened decree of Bolivia, which establishes free ports upon the Amazon, writes in reply:

"New Granada is satisfied that steam navigation there will naturally draw after it the immigrant, trade and industry of all nations, and has already, by the law of April 7, 1852, opened all her rivers to free navigation."

That Government has taken the lead of all the world in giving practical effect to the doctrine of free trade; "for," continues this letter, "she has made some of her seaports free to the trade of the world, among which are included those of the Isthmus of Panama.

"Have no fears," he says, "of New Granada; she is not going to follow, with regard to her tributaries of the Amazon, the example of Brazil with regard to its mouth.

"New Granada will not fail—and of this be you assured—to assert her rights to the navigation of the Amazon. In the present case, the wrong done by keeping the Amazon shut, touches not only New Granada, but Bolivia, Peru, Ecuador, and Venezuela, all of which are ready to resist any opposition that may be made to us in the enjoyment of our natural rights."

Such is the tenor of my last dispatches.—It is plain talk, and uttered withal in manly tones. Hurrah for the Amazonian Republics of South America, and the freedom of the seas upon the rivers of the Andes!

Respectfully, &c.,

M. F. MAURY, Lt. U. S. N.

J. P. Pryor, Esq., Chairman Committee Correspondence, Memphis Convention of June, 1853.

THE IRON SHIP.—An iron ship, called the Evangeline, has arrived at New Orleans, from Liverpool. The *Picayune* says:

Her entire hull, with the exception of the deck planking and some ceilings, is of iron. The ship-timbers, as well as the sheathing, are entirely of iron. The knee timbers are all of iron, not thicker than one's thumb, and so narrow and graceful as to look more like ornaments than the solid substances they are to so immense a fabric. The lower deck has, in consequence, a vast increase of light and space, which it is difficult to appreciate without seeing it. The main and foremasts also are of iron up the cross trees; the topmasts, &c., being wood. These masts are hollow, and so spacious that a man can pass up in the inside. They are used as ventilators for keeping the air below fresh and pure. The water tanks of the ship are also of iron, and are situated in the kelson. They are capable of holding three thousand gallons, and are divided into three separate air-tight compartments, each of which is communicated with by a separate pump. The whole arrangement is unique, and the economy of space for burden is very great. The ship measures 1000 tons, and cost $100,000.

IRONTON.—We are pleased to witness the prosperity of this "model town." From the *Register* we perceive that a very extensive Rolling Mill for the manufacture of railroad iron, is to be erected at Ironton forthwith, by a firm well qualified to conduct the business. The grounds have been secured, and the buildings are in course of erection. The mill will be a first class one, capable of manufacturing fifty tons daily—keeping some six or seven furnaces in operation to supply the requisite quantity of pig.

The present high price of railroad iron, the numerous roads now in course of construction, and the scarcity of the article, all tend to make its manufacture, at this juncture, an undertaking promising every success.

THE CAIRO AND FULTON GRANT OF LANDS. The lands along the routes of this road and its branches have been withheld from sale by the Commissioner of the General Land Office. Barney's survey has been taken as the guide between the Point of Cairo and Fulton, and the branch from Little Rock to Fort Smith has been reserved on both sides of the river. Under the supposition by the Commissioner that the route from this place to Memphis will be the eastern branch of the road, he has also reserved the lands from sale upon that route. The local land offices, we also learn, will soon be put in possession of the necessary instructions to carry this reservation into effect.—*Little Rock True Dem.*

RAILROAD TIMBER.

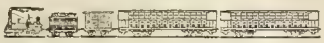
BRIDGE, DEPOT, and other Railroad Timber of first quality, sawed and hewn of any required length and size, to order.

Also, **1,000,000** ft. superior quality of LUMBER, well adapted for House Finishing and Flooring, delivered on short notice to any point on the Ohio river.

All Railroad Timber and Clear Lumber warranted. Bills for the same are solicited.

Address, J. SHIPPEN,
jy14-tf. Cincinnati, Ohio.

Louisville & Nashville Railroad.



Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst., for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.
Louisville, Ky., July 1, 1853.—jy14-8w.

BANKERS AND BROKERS.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper, &c. &c.

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

OFFICE OF
Marietta and Cincinnati R. R. Co.,
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

ENGRAVERS, &c.

ONKEN'S
Lithographic Establishment,
CINCINNATI.
Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
†mr3

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

ENGINEERING!!
The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y

HENRY H. SHIPLEY. WILLIAM SHIPLEY.
H. H. SHIPLEY & BRO.,
No. 22 West Fourth Street, Cincinnati, Ohio.
BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.
Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

General Map Establishment,
No. 3 College Hall, Walnut Street,
CINCINNATI.
E. MENDENHALL,
MAP, BOOK, & PRINT SELLER,
Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3



Lithography and Engraving,

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.

CINCINNATI. OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

FOR SALE.

A Taylor Cylinder Printing Press,

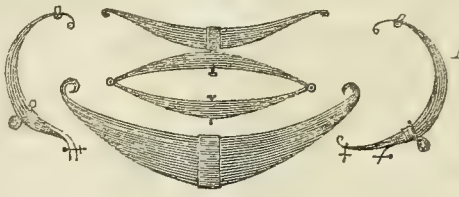
With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000—will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,

No. 167 Walnut Street.

McDANEL & HORNER,

LOCOMOTIVE AND CAR SPRING



MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

Cincinnati, Hamilton & Dayton R. R.



ARRANGEMENT.

ON and after June 1st, and until further notice, Passenger Trains will run as follows:

From the Sixth Street Depot, Cincinnati.

Leave at	6	A. M.,	arrive at	Dayton	8	A. M.
Do	7	A. M.,	do	do	9 30	P. M.
Do	2	P. M.,	do	do	4 30	P. M.
Do	4	P. M.,	do	do	6 35	do
Do	5 45	P. M.,	do	do	8 25	do

From the Passenger Station, Main Street, Dayton.

Leave at	5	A. M.,	arrive at	Cincinnati	7 45	A. M.
Do	8	A. M.,	do	do	10 30	A. M.
Do	5 30	P. M.,	do	do	8	P. M.
Do	9	P. M.,	do	do	11	P. M.

The 7 A. M. TRAIN FROM CINCINNATI connects at Hamilton with Eaton and Hamilton Railroad to Richmond—also at Hamilton with Stages for Oxford, Liberty, Connersville, and Rushville, Ind. Connects at Dayton with Mad River and Lake Erie Railroad to Springfield, Sandusky, and all intermediate points, and at Sandusky with Steamer Bay City, for Detroit and Chicago, and at Clyde with Toledo, Norwalk and Cleveland Railroad, for Toledo and Chicago. Also at Dayton with Dayton and Michigan Railroad to Troy, and at Troy, with stages for Piqua and Doyle's Packets for all points on Wabash and Miami Canal. Also, at Dayton, with Greenville and Miami Railroad to Greenville.

The 2 P. M. trains from Cincinnati connect at Dayton 4.30 P. M. with way train of Mad River and Lake Erie Road for Springfield, Urbana, Bellefontaine, and Huntsville, and with Dayton and Western Railroad for New Paris, Richmond, and Centerville.

The 4 P. M. train from Cincinnati connects at Hamilton with Eaton and Hamilton Railroad to Eaton and Richmond; also at Dayton with Dayton and Michigan Railroad to Troy.

Passengers for Indianapolis, Terre Haute, Lafayette, etc., taking either 2 P. M., 4 P. M., or 5.45 P. M. trains from Cincinnati, sleep at Dayton, and leave Dayton via Greenville, at 6 A. M., arriving at Indianapolis 12 noon, and Terre Haute and Lafayette 5 P. M.

The 8 A. M. train from Dayton connects at Dayton with train of Mad River and Lake Erie Railroad from Huntsville.

The 5.30 P. M. train from Dayton connects at Dayton with train of Mad River and Lake Erie Railroad from Toledo and Sandusky.

The 9 P. M. train connects at Dayton with trains from Indianapolis, Terre Haute, Lafayette, Sandusky, and Detroit. This train will stop only at Middletown and Hamilton.

The 5 A. M. train from Dayton, and 5.45 P. M. from Cincinnati, will stop at all regular stations, and at Center Town, Spring Grove, Ludlow, Princeton, Pike, and Schenk's Crossing, when signal is made.

Omnibus Lines at Carlisle connect with 7 A. M. and 4 P. M. trains from Cincinnati, for Franklin, Springboro, and Germantown.

Freight trains leave Cincinnati for Eaton at 12.30 P. M.
Do do Dayton at 6 A. M.
Leave Dayton for Cincinnati at 6 A. M.
Leave Eaton for Cincinnati at 6 P. M.

FARE—To Hamilton	$0 60	To Dayton	$1 50
Indianapolis	3 50	Springfield	2 00
Greenville	2 50	Sandusky	4 75
Terre Haute	5 50	Lafayette	5 50
Toledo	5 75	Detroit	6 75
Chicago	11 50		

For Tickets and information, apply to W. A. LATHAM, southeast corner Front and Broadway, or at Ticket Office, at Sixth Street Depot.

Passengers will be called for at any part of the city, by leaving their address at the Ticket Office, southeast corner Broadway and Front streets, or at the Omnibus Office, on Walnut street, next door to Gibson House.

June 1st, 1853. HENRY O. AMES,

mr3*6 Superintendent.

IN COURSE OF PUBLICATION.

LARGE MAP

OF THE

STATE OF OHIO,

EXHIBITING THE

Sections, Fractional Sections, Townships, Cities, Villages, Post Offices, Railroads, Canals, Turnpikes, and Plank Roads.

TO BE PUBLISHED BY

E. MENDENHALL & CO.

No. 3 College Hall, Cincinnati, O.

The Officers of the different Railroads feeling desirous of having their roads *correctly* laid down upon the Map, will please call, or send a plat of their different roads to the Publishers.

E. MENDENHALL & CO.
No. 3 College Hall, Cincinnati, O.

Size of the Map, 58 by 55 inches. Will be ready for delivery by the 15th August.

☞ Price—Mounted, $6. In Pocket Case, $4.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size, Locomotives of superior quality. Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

"GARDNER'S ROCK DRILL."

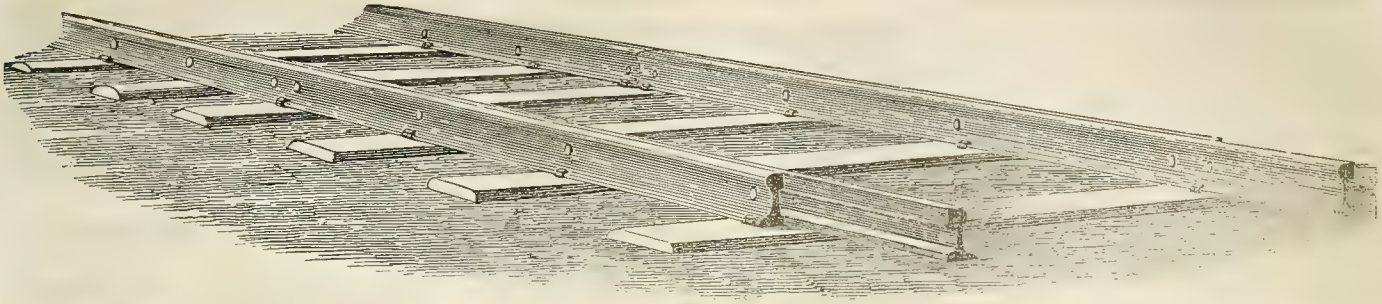
DESIGNED for Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 per cent. is made. This drill can be operated by hand, horse, or steam power.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

je30-tf Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years: during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

NOTICE TO CONTRACTORS.



FREMONT & INDIANA RAILROAD.

SEALED PROPOSALS will be received at the Engineer's Office in Fremont, until the 20th day of July next, at noon, for the Grubbing, Clearing, Grading, Masonry, Bridging, and Cross Ties for said road, from Fremont to Lima; 66 miles.

The line will be divided into sections of about one mile each, and bids will be received for one or more, or the whole.

Propositions for completing the entire line ready for business, are also invited.

The Company reserves the right to reject any and all proposals that are not considered satisfactory.

This road, running through a populous and healthy country, where supplies are cheap and abundant, offers unusual inducements to Contractors.

Maps, Profiles, Plans, and Specifications will be ready for examination on and after the 15th day of July. A. BROOKS, Chief Eng'r.

Fremont, June 23, 1853.—je30-3t.

NEW WORKS
ON CIVIL ENGINEERING.

The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by

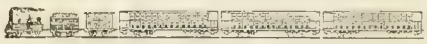
WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

IMPORTANT TO RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

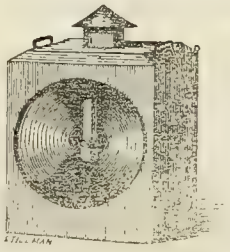
Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

The above letting is postponed until August 20. Specifications will be ready ten days previous.

ROBERT MAC LEOD,
Chief Engineer.
M'Connelsville, June 4, 1853. je16w10

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

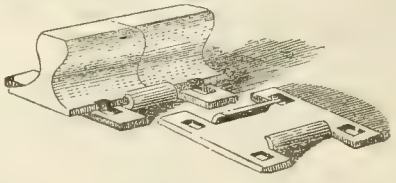
500 DOZ Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
†je2 No 15 Pearl Street, Cincinnati.

Cincinnati Railroad Chair Works.



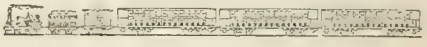
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FULTON CAR WORKS,



CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

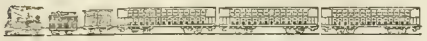
All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

Notice to Railroad Contractors.



PROPOSALS for Grading, Masonry, and Bridging of the Western Division of the Covington and Ohio Railroad will be received at the office of the Engineer at Guyandotte, Cabell county, Virginia, between the 20th and 30th of June next.

They will embrace about 45 mile sections with bridges over Twelve Pole, Guyandotte, and Mud rivers.

Also, between the 1st and 15th of July next, proposals will be received at Covington, Virginia, for the Grading, Bridging, and Masonry of that portion of the Eastern Division lying between the town of Covington and Hayne's farm, on Jackson river; a distance of 10 or 11 miles of very heavy work, including much heavy retaining wall, two large bridges over Jackson's river, and probably two tunnels.

The successful bids will be declared as soon as practicable after the 15th of July. Contractors will be required to commence the work at once, and finish within a year. Plans and Specifications will be ready between the 20th and 30th of June —names of securities must be given in the bid.

By order of the Board of Public Works.

CHAS. B. SHAW,
Chief Engineer of C. & O. R. R. Co.,
je9–1½*. Lewisburg, Va.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. Paine, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St, Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

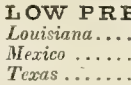
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No. 21. CINCINNATI, THURSDAY, JULY 21, 1853. Vol. 1.

THE

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E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting;
Stations, with distances and fares.

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Containing information relative to all the principal

Railroads, Rivers, &c. &c.

COAL TRANSPORTATION BY RAILROADS.

CINCINNATI COAL ROADS—COAL TRADE.

We have received from a correspondent the following communication, which we make the text of some observations on Cincinnati coal roads:

To the Editor of the Railroad Record:

In recent articles published in our papers, the attention of our citizens is called to the railroads which are to supply our city with coal. Can you give us, in respect to the several roads mentioned, say, Wilmington and Zanesville, Cincinnati and Marietta, and Cincinnati and Hillsboro', the particulars as to the quality and cost of coal by each road, and such other matter, as to the cost of road, their completion and comparative prospects of dividend, &c, as will be of interest to our citizens, and will guide them in aiding the road which will the most conduce to the benefit of the city and the stockholders. Q

We may premise that we do not give opinions in this paper upon the *relative* value of railroad stocks; especially where the roads are competing lines. But we do furnish, cheerfully, the *data* upon which others may form opinions for themselves.

The subject of *coal transportation by rail* to Cincinnati is one of great importance, especially in the light of a *continued rise in the price of fuel* in this city, notwithstanding there have been apparently strong reasons for the declension of price. Fuel, however, *is* rising in the market, and that is a fact of importance to every household. Let us look at the reasons, and we shall gain instruction. *Wood* rises because coal rises. Wood has been cut off from the river and canal banks, and a small transportation by wagon greatly enhances the price. But why does *coal* rise, when we every day hear of new coal companies? Because the actual supply of the mines *does not equal the demand.* That is one reason; but there is another: because the *mode of transportation is so bad* that the coal companies can not, without an apparently high price, realize profits.

For the first reason, take these new sources of supply, which have arisen within a few years. Till within a few years the *home* consumption of coal was by no means general. Now it includes nearly the whole population. Secondly, the manufactures of Cincinnati have increased in a proportion larger than that of the population, or than the supply of coal. Thirdly, the consumption of coal by steamboats was, a half dozen years since, nothing; now it is immense. For example, the Pomeroy Mines now sell more than half their whole product at their own dock, to steamboats. The residue of their supply goes, the larger part of it, to manufactures.

In regard to the bad mode of transportation, consider the immense quantity of coal annually sunk in boats on the Ohio. Then consider that half the year nearly, coal boats can not be *towed* on the Ohio, and for three months they can scarcely reach here at all. Under these circumstances, it is not surprising that last winter wood was worth $5 and $6 per cord, and coal 14 and 16 cents per bushel. The price of coal was 50 per cent. beyond what it need be, and what it will be, with railroad competition. This last point is the important one, and we proceed to prove it, in answer to our correspondent's queries.

The coal mines *immediately and most accessible* to Cincinnati are those of Jackson, Vinton, Hocking, and Perry counties, a part of the great coal bed which, extending from Georgia to Lake Erie, crosses the Ohio river above the Scioto, and extends a little east of north to the shores of the Lake. Its breadth is very indefinite, and can scarcely be said to have a general average of less than *three hundred miles*, from Jackson county, O., to Allegheny county, Md.

Let us look at the Ohio mines a little in detail.

1. Quality.—Interested parties make various statements about the quality of their local mines. But, geologically and mineralogically, there is very little difference in the quality of the best strata. It is all *bituminous.* It is all of a light and *easily inflammable* quality, having less of the sulphurous and dark smoke, and ashes, than either the Wheeling or Pittsburgh coals. It is, therefore, better adapted to domestic and household purposes—though less economical at the *same price*—than the heavier coals.

There are also deposits of *Cannel* coal of the best quality, in Jackson, Vinton, and one or two other counties. In fact, Cannel coal is more abundant than is generally supposed; but is too light to be used for general consumption. It answers admirably with other coal.

2. Transportation of Coal by Rail.—

The three roads indicated by our correspondent—viz.: the Wilmington line, the Chillicothe line, and the Hillsborough line—are the only ones likely to bring coal to Cincinnati. These roads *first* strike the coal mines at the following distances, viz.:

1. The Wilmington Railroad, at 145 miles, on the branches of Hocking river, Perry county.

2. The Cincinnati and Marietta Railroad, 115 miles, on the branches of Salt creek, Vinton county.

3. The Hillsborough Railroad, 110 miles, on the branches of Salt creek, Jackson county.

The cost of transportation from the last two deposits will be equal, but that from Perry county must necessarily be a little greater. The real coal roads will probably be the *Cincinnati and Marietta* and the *Hillsborough and Parkersburgh* railroads. But to get *good, available, working beds of coal,* the distance must be taken a little greater. Probably an average of 120 miles will be enough to obtain the best of bituminous coal for this city.

We come now to the important inquiry:

3. At what Price can Coal be transported on Railroads?—We have exact data for the cost of coal transportation on railroads. The Reading Railroad carries coal 100 miles for $1 per ton. The Baltimore and Ohio Railroad has made large contracts, at the same rate. This then, may be safely assumed as the outside price of coal transportation. A ton is about 25 bushels of our coal. We have, then, the cost of the transportation of a bushel of coal from the mines in Vinton or Jackson, (120 miles) at 4.8 cents per bushel. This coal will be received *at* the mine, without need of intermediate handling. So, also, it will be dropped in the city, at a point suitable for distribution.—Much of the cost of handling by the river route will be avoided, and the cost, *delivered at the consumer's house* in Cincinnati, may be set down thus:

Rent of mine	¼	cent	per bush.
Mining	1¼	"	"
Handling at the mine	½	"	"
Railroad transportation	4.8	"	"
Rent and interest of yard	½	"	"
Delivery at house	2	"	"
Total cost	9.3	"	"

Coal, therefore, may be *delivered* at the consumer's house in Cincinnati at a uniform rate of 9½ cents per bushel, and *all parties to the operation will be paid.*

The best of domestic coal can be delivered in Cincinnati, by railroad companies, at less than ten cents, which is only *two thirds the present cost.*

Under these circumstances, it is plain that the transportation of coal from the Eastern counties is to be a large business. Compare this price with that of coal in New York, and we find that the cost of coal in Cincinnati is but *two thirds the cost of coal in New York,* and even less. The cost is so small, also, that it furnishes the city with a manufacturing power equal to that of any place in the United States. The rapid growth of our manufactures is owing, in a great measure, to this cause. But the transportation of coal is not to stop with Cincinnati. It will extend from the mines to every town and county between the mines and the middle of Indiana. The time is near when, to Cincinnati, Chillicothe, Dayton, Xenia, Springfield, Troy, Piqua, Fort Wayne, Hamilton, Eaton, Richmond, New Castle, and the whole intermediate country, there will be transported, from the mines of Vinton, Jackson, Hocking, and Perry, two millions of tons per annum, or sixty millions of bushels. This immense business will not arise in a day, for it will take some time to open mines, form companies, arrange transportation, &c. But in a very few years this will be accomplished, and the coal trade will become one of the great elements of business here.

If the railroads in construction be completed, and made *first rate working roads, well managed,* (as they should be,) at a cost of not more than $30,000 per mile, they will all have more than enough to do, and make large dividends to such as are fortunate enough to hold their stocks. Let them be finished soon, and well finished.

Railroads.

LEXINGTON AND BIG SANDY RAILROAD.

We are in receipt of the First Annual Report of the President and Directors of this Company to the stockholders, under date of May 25, 1853, from which we gather: That this Company was organized less than one year since. That county subscriptions—including the city of Lexington—were made to its capital stock to the amount of $925,000, to which the county of Greenup will probably add $75,000, making a total of $1,000,000, to which about $200,000 of individual stock is to be added. The preliminary survey was made by Mr. Sam'l Gill, Superintendent of the Lexington and Frankfort Road, who reported the route practicable, grades easy, and cost low. Upon the favorable result of the county subscriptions being known, Mr. J. B. Westbrook—late of the Atlantic and St. Lawrence Road—was elected Chief Engineer of the road, and, organizing corps of Engineers, proceeded to the location of the road. By his surveys it was ascertained that the grade would not exceed 45 feet to the mile—the distance 125 miles—and the cost of grading, bridging, &c., ready for the superstructure, about $13,000 per mile—and as favorable as any other line in Kentucky.

The surveying parties now in the field hope to have the plans and profiles completed ready for the inspection of contractors, by the 1st of August. The laying out of the road is being conducted with a view to economy of distance, grade, radius of curves, and any other circumstances essential to the successful prosecution of such an enterprise, or the construction of a first class road in every particular. To arrive at these desiderata, upward of 300 miles have been surveyed, and the best route, under all circumstances, has been selected, as follows:

From Lexington to Winchester, direct; thence, via Stenson's Hollow and George's Fork, to Mt. Sterling; thence, via Owingsville and Rose Run, to McIntyre's Ferry; thence up East Fork of Triplett to Soldier's Fork of Tygert; thence down Tygert to Cory's Fork; thence, via Little Sinking, into Barrett's creek; thence, via Stenser's to Williams Creek; thence crossing into Shope's Run; thence down Chadwick's Creek to Big Sandy; thence to the Ohio river.

The activity and energy displayed by the management of this road so far is an earnest of its early completion; and when completed its connections will be numerous and important—through Lexington with Louisville and the whole Southwest and South; and through the Virginia Central Road with the Atlantic seaboard cities, reaching the numerous springs and watering places of Virginia as well as Kentucky—visited annually by at least one hundred thousand persons.

In addition to the through travel which will eventually pass over this road, its chief reliance for revenue will be the transportation of the immense amount of coal and iron which the opening of this channel of communication will bring into market. The supplying of Lexington and Frankfort with coal heretofore has been a costly operation, both to sellers and consumers—to the latter particularly. By this road, coal can be delivered at Lexington at from 7 to 10 cents per bushel, and in inexhaustible quantities. In the construction of the road, numerous veins of coal will be cut through, thus opening mines immediately upon the road, and saving all cost of transportation, even for a short distance.

Another source of revenue will arise from the transportation of the products of the lands along its line, which passes through seven counties of the State—five of which are rich in agricultural produce, while Carter and Greenup counties abound in iron as well as coal, having already thirteen blast furnaces in operation, one of which now pays $5 per ton to get its pig to the river for shipment. The opening of this road will be the signal for the establishing of scores of other furnaces, all of which will pour their productions to market over this road; while cheap materials, cheap fuel and cheap provisions

will tend to superinduce the establishment of manufactories, where the raw material can be transformed into articles ready for use, thus adding to the profit, by the saving of the handling.

There are also quarries of the finest freestone immediately on the line of the road, in layers and beds of any desired thickness.—The clear white sand used in the manufacture of glass, and a very scarce article in this section of the country, is found in abundance at one point on the road.

When all the advantages presented by this road are considered, we are constrained to say that we can see no bar to its being one of the best remunerating and most desirable roads in the West. And we can not doubt that it will meet with encouragement at the hands of capitalists, as well as residents along its line. To these latter, especially, must it be valuable, as it can not but double the price of their lands, and enable them to realize the highest, distant, market price for their produce, *at their own doors.*

Covington Suspension Bridge.—The Covington *Journal* has the following information in regard to the Suspension Bridge building over Licking, between Covington and Newport:

"Within a month past about six hundred perch of stone and two hundred thousand brick have been laid on the Covington side. The towers are finished. All the mason work on this side will be completed in a day or two. The wood work is ready. On the Newport side the excavation for the anchor pit and for the foundation of the towers is nearly completed. The stone work will be commenced next week. It is the confident expectation of the contractor that the bridge will be ready to cross on before the expiration of the present year."

Maysville and Lexington R. R.—We have received the last annual report of the Maysville and Lexington Railroad Co., from which it appears that 27 miles on the Lexington end, and 15 miles on the Maysville end, will be finished this fall. The cost of this road will be about half a million of dollars greater than the original estimates; but this expense seems to have been unavoidable. The entire cost of sixty-eight miles will be about $2,100,000. The report of the President is highly favorable to the prospects of the road.

Excursion Trip to Niagara.—We are indebted to the officers of the railways for an invitation to an excursion, than which nothing can be imagined more likely to confer pleasure and be health inspiring. It is to Niagara Falls in that splendid vessel, the Crescent City, on the Lake, and to return by the Lake Shore Line. We regret that other engagements prevented our acceptance of so agreeable an invitation.

RAILROAD SPEED---GREAT CHANGES.

We have before us a ticket for the Mad River Railroad, presented to us in 1848 by Mr. Osborn, Superintendent of that road.—In the letter which accompanied it, it is said, as a matter of great enterprize, that the passage from Cincinnati to Sandusky, (216 miles,) via the Little Miami and Mad River Lines, would be made in *eighteen hours*. Now, we have an advertisement before us, that the passage will be made in *seven hours*, via Dayton! The distance is about the same. The change is in railroad speed. The former *average*, including stops, was 12 miles per hour; and now it is 30 miles! From Cincinnati to Cleveland is now made at a uniform rate of 28 miles per hour, including stops, and about 32 miles running time. From Albany to Buffalo is made at an average of 36 miles; most of the distance is *run* at a rate exceeding 40 miles.

It is now certain that rail cars may be run safely, on good roads well managed, at 40 miles per hour. Let us look at some of the results of this to the citizens of Cincinnati. Allowing a reasonable time for stops, the following time may be made:

To Columbus	3½ hours.
To Chillicothe	2¾ "
To Dayton	1½ "
To Marietta	5 "
To Wheeling	7 "
To Pittsburgh	7½ "
To Cleveland	7 "
To Buffalo	12 "
To Philadelphia	18 "
To New York	23 "
To Pomeroy	4½ "
To Portsmouth	3 "
To Lexington	3 "
To Louisville	3½ "
To Indianapolis	3 "
To Vincennes	6 "
To St. Louis	10 "
To Independence, Mo	20 "
To Chicago, Ill	8 "

We need not pursue these points. With solid rails, good management, double tracks, and care, it will be safer to make this time, than to make the present time. But how great will be the commercial effect? Cincinnati *radial lines* will be quadrupled, and her trade extended in a yet greater ratio.—She will be the center of an internal commerce which none can rival.

Cincinnati Western R. R.—We understand that Caleb B. Smith, Esq., President of this Company, has succeeded in negotiating $600,000 of the real estate bonds of the Company, and that the work is now pushing forward vigorously. The workmen commenced two weeks since on the tunnel (near Hammeltown) on the west branch of Millcreek.

Cincinnati and Marietta Railroad.—The Athens *Messenger* states that the work on the second letting, between Vinton county and Marietta, is rapidly advancing—the estimate of the last month being $80,000. Laborers are continually arriving, and a heavy force is on the line.

MISSISSIPPI AND ATLANTIC RAILROAD.

FROM TERRE HAUTE TO ST. LOUIS.

It has been the general opinion that this road would never be constructed; but by the recent decision of Judge Morris in the case of the Northern Indiana vs. Michigan Central Road, it seems that the general railroad law of the State of Illinois authorizes railroad companies organized under its provisions to do every act necessary to the construction of a railroad; and that when a company has procured the right of way, their powers under the act were complete. The Judge also decided that the acts of the company organized as aforesaid, could only be inquired into on a process in behalf of the State.

This decision is conclusive as to President Brough's view of the right to construct his road from Terre Haute to Illinoistown, opposite St. Louis. As soon as he shall have obtained the right of way, by purchase or otherwise, the interposition of State authority alone can prevent its construction. This right of way has been obtained for the greater portion of the way, and we learn that eastern capitalists have subscribed, or stand ready to subscribe the necessary means. This, with Mr. Brough's well known energy, will drive the road through with as little delay as possible.

Cincinnati Locomotives.—Yesterday we saw one of the best and most neatly constructed, as well as efficient, locomotives we have seen anywhere, proceeding from Niles' Machine Shop to the Little Miami Railroad Depot. It is called the "Sidney," and destined for the Indiana and Bellefontaine Railroad. By the way, Sydney—*the* Sydney from which it is named—is spelt with a "*y*," and not an "*i*." It is true the power and meaning of the two letters are about the same.

We understand that Niles' Factory now turns out a locomotive each ten days, and the number will soon be increased. We know no good reason why Cincinnati should not make thousands of locomotives, for so many will be required.

☞ The city authorities of Memphis have authorized the holding of an election on the 22d of July, upon the question of the city subscribing bonds to the amount of $150,000 to the Memphis and Grenada Railroad—said bonds not to be issued until the Company has graded and prepared the road for the reception of the iron and equipments, and then to be used in ironing and equipping the road from Memphis to the State line.

☞ The Maysville and Lexington Railroad Company is now engaged in laying down the rails from Lexington toward Paris. The locomotive is daily carrying rails and other material out upon the track, which is complete nearly a mile out.

RAILROAD EARNINGS.

GALENA AND CHICAGO UNION RAILROAD.

The earnings of this road for the month of June foot up as follows:

Freight	$26,107 08
Passengers	22,136 53
Mails	766 66
Total	$49,010 27

Compared with the earnings of June, 1852, the account stands thus:

Freight	$25,467 02
Passengers	17,313 46
Mails	444 64
Total	$43,225 12

Showing a balance in favor of last month of $5,785.15. It is expected that this road will be in running order to Freeport by the first week in August, leaving 52 miles yet to be completed to Galena.

MICHIGAN CENTRAL RAILROAD.

The receipts for the month of June, 1853, were $119,443.44; an increase over the receipts for the same month last year of $20,196.04.

OHIO AND PENNSYLVANIA RAILROAD.

The receipts for June were as follows:

Receipts in June, 1853	$55,244 04
" " 1852	21,716 00
Increase	$33,528 04
First six months of 1853	$242,178 28
" " 1852	98,700 37
Increase	$143,477 91

Number of passengers carried in first six months of 1853, 151,833, being equal to an average of very nearly one thousand passengers per day, the road not running on Sundays.

MAD RIVER AND LAKE ERIE RAILROAD.

The comparative receipts during the two years ending May 31st, 1852 and 1853, were:

From Passengers	$224,047 05	$164,038 17
From Freight	294,513 67	355,647 06
From Mail	8,614 76	16,117 90
From Incidentals	5,696 50	4,815 00
Total	$433,872 98	$540,618 13
Increase 1853, (about 25 per cent.)		$107,745 15

Of this sum, the receipts for the way passengers amounted to $129,647.78, while for through passengers they were but $34,390.39. There were received for way freights $234,033.95, and for through freights $121,613.11

ERIE RAILROAD.

The receipts for June show a fair gain upon those of June, 1852:

June, 1853	$362,748 90
June, 1852	312,367 08
Increase	$50,381 82
The aggregate receipts of the six mos. were	$2,159,455
Same time 1852	1,626,955
Increase	$532,500

BALTIMORE AND OHIO RAILROAD.

The following is very near the aggregate of the receipts on the main stem and the Washington branch, for June, as compared with the corresponding month of last year:

MAIN STEM.

	Passengers.	Tonnage.	Total.
June, 1853	$48,300	$142,600	$190,900
June, 1852	27,515	106,348	133,863
Increase	$20,785	$36,252	$57,037

WASHINGTON BRANCH.

June, 1853	$29,640	$7,141	$36,782
June, 1852	23,500	7,100	30,600
Decrease	$6,140	$41	$6,182

This shows the receipts last month of the two roads to be $221,583, which will, it is understood, be slightly increased by the official returns. The total receipts of June, of last year, were $170,945.90—so there is an increase this year of nearly $51,000; and this, too, notwithstanding the falling off on the Washington branch, and the low water of the Ohio river, which has materially interfered with, indeed, almost stopped the trade on it.

LAWRENCEBURGH AND UPPER MISSISSIPPI RAILROAD.

The receipts on this road for the month of June were:

Passengers	$1,550 55
Freight	1,452 92
Total	$3,003 47

Not a bad exhibit for an unfinished road, confined to a mere inland, local trade.

KEOKUK AND MISSOURI RAILROAD.—Pursuant to adjournment, the citizens of Keokuk convened June 20th, D. W. Kilbourne, Esq., in the chair.

H. T. Reid, chairman of the committee appointed at a previous meeting to report articles of association for a railroad from Keokuk to the Missouri river, at or near the mouth of the Platte river, reported accordingly, which, after due deliberation, were adopted.

On motion of S. F. Miller, a committee was appointed to report five persons to be the corporators and directors of said road as contemplated in the articles of association,—which committee reported the names of H. T. Reid, Edward Kilbourne, L. R. Reeves, H. W. Sample, and Wm. Leighton.

On motion, a committee of three was appointed to ascertain the amount of private subscription to be had in the city of Keokuk to said company.

HENDERSON AND NASHVILLE R. R. CO.—From our exchanges we see that Chas. Seymour, Esq., of this State, succeeds Mr. Bewley as Chief Engineer on this road. We have the pleasure of Mr. Seymour's acquaintance, and have no doubt but that the road under his supervision will advance rapidly to completion.

ALTON (ILL.) AND ST. PAUL (MIN.) PROPOSED RAILROAD. — Although the physical formation of the State of Illinois is peculiarly suited to the rapid and cheap construction of railroads—and, in fact, is such as to demand their construction to afford cheap and rapid transportation throughout its borders—yet it does seem to us that many of the lines now proposed and undertaken, if built, can not be profitable to the stockholders, however beneficial they may be to the State itself. We remember to have been told in our juvenile days, that "the telling of one lie entailed the necessity of others to cover it." Thus it is with railroads: the construction of one in one section, makes it a necessity upon another section to do the same, or consent to lose what little importance it may have hitherto enjoyed, and witness its neighbor prospering, as it were, at its expense.

These remarks were called out by seeing a proposal to construct a road from Alton, Ill., to St. Paul, Minnesota, via Jacksonville, Beardstown, Burlington, and Iowa City. We also learn that one man has expressed his willingness to take stock in such a road to the amount of $100,000. Whether such a road would pay, even in Illinois, is problematical; yet as the tendency of railroads is to create business, especially in a new country, we dare not say it would not pay, and pay handsome dividends too.

RAILROADS—THEIR EFFECTS.—Mr. Ransom, the City Engineer of Peru, Ill., (they have no *towns* there now,) is busy laying out a town at the junction of the Aurora Extension and the Illinois Central Roads, about 17 miles north from Peru, and Mr. Blackstone, Resident Engineer of the Illinois Central Road, has already laid 180 acres of land into town lots. Towns are also being laid out at the western crossing of the Illinois Central (Trunk) Road and the Ohio and Mississippi Road, called Central City, and at the junction of trunk and branch of the Illinois Central, a few miles south of the last named point, and called Centralia. At this junction the Company proposes erecting machine shops, factories, &c., for the use of the road. Thus do the iron rail and iron horse carry civilization, as it were, into the wilderness, and cause it to blossom like the rose.

ALTON AND TERRE HAUTE R. R.—The bridge for the Alton road is going ahead as rapidly as possible. The western abutment is commenced, and a new pile driver is just completed and delivered, for use in furthering the work. The rock heretofore collected at this place for the National Road Bridge, (in the days of Uncle Sam's superintendency,) will soon be in the piers of the railroad bridge, and their size generally, gives the hint that the floods can never displace them.

NEW HAVEN RAILROAD---DAMAGES.

We are pleased to learn that the Directory of this road have come forward promptly and settled with parties to the late sad disaster at Norwalk, without awaiting the result of a law suit. They have just paid the widow of one of the sufferers the sum of $5,000 in the way of indemnity, and for some time past have been making private settlements with parties having claims on them.

This is no more than right, and is the only just course for them to pursue in this matter, in order to regain the confidence of the traveling community. It is also the most economical course for them, as suits at law would, in every instance, have cast them in heavy damages. The New York *Times* says of this road:

The New Haven management will gain in public favor by this step, and few roads in the country stand more in need of this sort of support. For a metropolitan thoroughfare, its arrangements were never the most prompt, nor its safeguards against accidents the most praiseworthy. It passed on without particular remark, however, running any sort of schedules the Directors thought best for their own convenience, and lumbering into town at its own chosen gait and leisure, until the startling affair at Norwalk aroused the public to the abuses of the mammoth contract system under which the line was originally built, and but for which the abrupt curve at the drawbridge would have been avoided, and to the want of common prudence and foresight in its general administration. *Then* the fact transpired that the Presidency was a divided one, and that the same individual assumed to direct seven hundred miles of road in Illinois, and two or three different shorter roads in New York and Connecticut, at the same time.

WARSAW AND ROCKFORD, ILL., RAILROAD. Subscriptions for this road seem to be coming in rapidly. The following is the report of one agent of the Company, Maj. Bideman:

St. Louis pledged	$217,000
Warsaw	46,000
Nauvoo	43,000
Hancock county	30,000
Henderson county	100,000
Pontusuc and Dallas City	10,000
Total	$446,000

The road will be 60 miles long, between Oquawka and Warsaw, estimated to cost $15,750 per mile, or $945,000. Of this distance, five miles, between Warsaw and Nauvoo, is partly graded, which will make the cost $60,000 less, or $885,000, of which more than 50 per cent. has been subscribed.

In transactions "upon 'Change," those roads having one half of their cost secured by good subscriptions are considered safe for credit on bonds for the balance.

☞ The Directors of the Buffalo and Rochester Railroad have presented their retiring President, Hon. Joseph Field, the sum of $5000 for his services.

☞ On the 2d inst., the opening of the Third Avenue Railroad, in the city of New York, was celebrated by a festival, to which the shareholders of the line, the Aldermen of the city, and the members of the Press, were invited. Twelve cars, filled with invited guests, and each drawn by four horses, decked with ribbons and flowers, went over the line to Sixty-first street, the present terminus of the road. The feast was spread in the large room of Van Cott's Four Mile House, at Fifty-seventh street.

The line, which commences in Park Row, opposite the Astor House, runs up Chatham street and the Bowery, till it joins the Fourth Avenue line, at Grand street. At Fifth street it regains its own track, which will eventually be extended to Harlem.

Three railroads are now running in the *city* of New York, for the accommodation of the inhabitants. The stock ($300,000) for another, to run from Peck Slip to Fortieth street, has just been subscribed. The shares in the roads already established are at a premium of 17 to 20 per cent. It is now proposed to build a track to run the whole length of Broadway, the rails to be laid on a platform over the pavement, and extending four feet beyond, on a parallel line with the second stories of the houses, the inside ten feet to be for walking, and the outside six feet for the cars—the estimated cost is three millions.—The whole to be constructed of iron.

ALABAMA AND FLORIDA RAILROAD CO.—In our last issue we mentioned that the City Council of Montgomery had subscribed $500,000 to the stock of this Company. The subscription was made upon condition that the real estate owners sanction the same, and that an additional subscription of $500,000 shall be obtained in Alabama. The *Journal* says, in relation to the latter condition, that "The Montgomery and West Point Railroad Company will take about $200,000 of the required sum; and besides this that about $500,000 (!) have already been subscribed by private citizens, leaving only $100,000 to be raised, which we have no doubt can and will be easily done. If, then, this ordinance is adopted by the vote on Monday, the Company will start from Montgomery and vicinity with *one million of dollars* subscribed to the road."

EVANSVILLE AND CRAWFORDSVILLE RAILROAD, OR WABASH RAILROAD, AS IT IS SOMETIMES CALLED.—That portion of this road between Terre Haute and Vincennes, a distance of 57 miles, has been let to contract for grubbing and grading.

This entire road, from Evansville to Crawfordsville, is 160 miles long, and has an important bearing upon the Wabash portion of the State of Indiana. It connects, at its northern terminus, with roads from the East, as well as from Chicago, and passing through a valley of unequaled productiveness, terminates upon the Ohio river, at a point whence it is navigable at all seasons. The Wabash river itself is navigable only for a small portion of the year, and an outlet that can be depended upon at all seasons is much needed. Such an one this road will supply, consequently its local traffic must be a source of great revenue to the road aside from the business of its through transportation which must be heavy from its numerous connections and intersections.

BROAD GAUGE ROAD—DAYTON TO OLEAN. A meeting was held at Dayton on the afternoon of the 1st, to take into consideration the means of raising $200,000 for this road. A committee was appointed to solicit subscriptions. A communication was received from Mr. Beckel, already a stockholder, increasing his subscription to $15,000. It is confidently expected that numbers of other stockholders will increase stock also, and that the amount will be raised without difficulty. Dayton is a thriving business place, and has a great many long-headed business men, who will allow no opportunity like the present to slip by them for want of means.

Since the above was in type, we learn that the $200,000 necessary to secure the location of this road to Dayton, has been subscribed.

CLEVELAND AND COLUMBUS RAILROAD.—The immense amount of transportation over this road, together with the accession of travel from western intersections, has rendered a second track necessary between Galion and Cleveland. We understand that "Winslow's Compound Rail" will be used for this second track. This will be a great saving to the Company in the wear of rail, as well as of the rolling stock. Its smoothness prevents that jar so apparent on the ordinary rail, and which must injure cars very much, while the construction of the rail has been proved to possess peculiar properties for resisting the wear so rapid upon the common rail.

In the success of this road has been demonstrated the necessity that existed for facilities for through travel to the East; and also what success may be looked for upon other direct Western connections with the East.

FORT WAYNE AND MISSISSIPPI R. R.—We see that Allen Hamilton, Esq., has resigned the Presidency of this road, and that E. Gest, Esq., of our city, has been elected to fill the vacancy. Mr. Gest is well known to the railroad community as a very prominent and skillful engineer; and as such has been engaged in locating several roads in our vicinity. He is also the projecter and engineer of the tunnel near this city on the Dayton Short Line Road.

His election to so responsible an office is an evidence that his abilities are appreciated, and there can be little doubt but that this road, under his management, will be pushed to an early completion.

INDIANAPOLIS SHORT LINE RAILROAD.—This road will commence at the track of the Lawrenceburgh and Upper Mississippi Railroad, at or near the town of Huntersville, in Franklin county, and run directly toward Cincinnati, to the State line, at or near the town of Harrison, O., so as to meet and there join with the proposed straight line road from Cincinnati to Indianapolis—thus making an almost direct line from Greensburg to Cincinnati, and carrying Cincinnati travel from that point over sixty-five miles on the Lawrenceburgh Railroad. The Directors of this Company are all stockholders in the Lawrenceburgh Railroad, and desirous, of course, to make that road as advantageous as possible, and by this connection, when completed, will no doubt succeed in doing so.

Communications.

For the Railroad Record.

CINCINNATI AND MACKINAW RAILROAD.

A meeting was held, pursuant to notice, at Van Wert, on the 9th inst., for the purposes set forth in the first resolution given below.

Wm. Gunckle, of Montgomery county, was appointed Chairman, and J. W. Riley, Secretary.

The object of the meeting having been stated, the following resolution was moved:

Resolved, That this meeting proceed to the organization of a company, under the General Laws of Ohio, for the construction of a railroad from the north line of Ohio, in Williams county, through the counties of Williams, Defiance, Paulding, Van Wert, Mercer, Darke, and Montgomery, to Carlisle in Warren county.

After some debate, the resolution was amended and passed as follows:

Resolved, That a committee of one member from each county, and one from each railroad company represented in this meeting, be appointed to draft articles of association for the consideration of this meeting.

A committee of eight was appointed, which reported a certificate of association, which was adopted, as follows:

1st. The undersigned hereby associate ourselves together to form a company to construct a railroad, under the name and style of the Cincinnati and Mackinaw Railroad Company, with a capital stock of two millions of dollars.

2d. This road shall run from a point where a southwardly line from Hillsdale, in Michigan, to Paulding, Ohio, will cross the State line between Ohio and Michigan, and running through the counties of Williams and Defiance, to Paulding, in Paulding county, thence to Van Wert, in Van Wert county, thence to Celina, in Mercer county, thence to Greenville, in Darke county, thence through the counties of Darke, Montgomery, Preble, and Warren, to Carlisle, in Warren county, O.

It was then, on motion,

Resolved, That the Chairman appoint nine corporators, viz.: two from each of the counties of Montgomery, Darke, Mercer, and Van Wert, and one from the county of Paulding.

The following named persons were appointed, viz.: of Montgomery county, William Gunckle and Henry J. Gunckle; of Darke county, E. B. Taylor and Isaac N. Gard; of Mercer county, James Watson Riley and William Hunter; of Van Wert county, Robert Gilliland and Reuben Frisbie; of Paulding county, James Conn; and said corporators being present, forthwith executed, signed, and acknowledged a certificate of association.

The following resolutions were then taken up and adopted:

1st. *Resolved*, That the immediate completion of a railroad from Cincinnati to the Straits of Mackinaw is demanded by the wants of the country, and to that end this Company is organized.

2d. That a preliminary survey of so much of said line as lies between Greenville, in Darke county, and the line between Ohio and Michigan, be made without delay, under the direction of a committee to be appointed to superintend said survey.

3d. That it is the purpose of every member of this meeting in good faith to use all honorable means within his power to carry forward this work to its final completion, and we hereby pledge our combined efforts to the accomplishment of the undertaking.

4th. That in the opinion of this meeting, the road should not be placed under contract, until at least one half the capital stock be subscribed.

5th. That a committee of three be appointed to confer with all the railroad companies interested, on the subject of connections and crossings, and to report the result of their negotiations to the Board of Directors as soon as they are elected.

6th. That the Ohio gauge be adopted by this Company, and that the gauge be uniform throughout.

A committee for opening books, on the 22d of August next, for subscription of stock, was then appointed, viz.:

Henry J. Gunckle, Germantown; Moses Hart, Greenville; Elisha Phelps, Celina; Peter Dupuy, Van Wert; Alexander S. Latty, Paulding; George Coffin, Defiance county; E. Foster, Bryan, Williams county—the chairman of this meeting to give notice.

A Finance committee was appointed, to raise funds for preliminary surveys, viz:

Wm. Gunckle, George Carlisle and E. Conkling, Cincinnati; E. Dening, Darke county; Wm. L. Blocher, Mercer county: R. Frisbie, Van Wert; Geo. Coffin, Defiance; R. S. Banks, Paulding; E. Foster, Williams county, and Robert Gilliland, Treasurer.—Said members to act individually and transmit funds to said Treasurer at Van Wert.

On motion of J. W. Riley,

Resolved, That R. Gilliland, R. Frisbie, and Peter Dupuy be appointed a supervisory committee to correspond with, and if need be, fill vacancies in the Finance committee; and as soon as funds are provided, cause a survey and profile of the line from Greenville north to the Michigan line, to be made; and that they report to a meeting of the corporators to be held at Greenville, on the last Wednesday of August next.

William Gunckle, Henry Gunckle, and Isaac N. Gard, were appointed a committee to correspond with railroad companies under the fifth resolution.

Resolved, That the proceedings of this meeting be published in the papers of each county interested in this enterprise, and that the Secretary furnish a synopsis of said proceedings to the American Railroad Journal and the Cincinnati Railroad Record.

And the meeting adjourned.

WM. GUNCKLE, Ch'n.

J. W. RILEY, Sec'y.

Statistics.

CITIES OF EUROPE AND AMERICA.

The following list has been published of the population of the respective cities of Europe and America. From it we shall deduce the proportion of civic and rural inhabitants, which is an important element in an estimate of civilization:

No.	Cities.	Population.
1	London	2,363,141
2	Paris	1,053,262
3	Constantinople	786,990
4	New York	522,766
5	St. Petersburg	478,437
6	Vienna	477,846
7	Berlin	441,931
8	Naples	416,475
9	Philadelphia	409,354
10	Liverpool	384,263
11	Glasgow	367,800
12	Moscow	350,000
13	Manchester	296,000
14	Madrid	260,000
15	Dublin	264,850
16	Lyons	249,325
17	Lisbon	241,500
18	Amsterdam	222,800
19	Havanna	200,000
20	Marseilles	195,257
21	Baltimore	189,053
22	Palermo	180,000
23	Rome	172,382
24	Warsaw	162,597
25	Leeds	125,000
26	Milan	151,438
27	Hamburg	148,754
28	Boston	136,788
29	Brussels	136,208
30	Turin	135,000
31	Copenhagen	133,140
32	Bordeaux	130,927
33	Venice	126,768
34	Pesth	125,000
35	Prague	124,181
36	Barcelona	120,000
37	Genoa	120,000
38	Cincinnati	116,716
39	New Orleans	116,348
40	Bristol	115,000
41	Ghent	112,410
42	Munich	106,776
43	Breslau	104,000
44	Florence	102,154
45	Rouen	100,265
46	Belfast	99,660
47	Cologne	92,244
48	Dresden	91,277
49	Stockholm	90,823
50	Rotterdam	90,000
51	Antwerp	88,800
52	Cork	86,485
53	Liege	77,588
54	Bologna	75,100
55	Leghorn	75,530
56	Trieste	70,846
57	Konigsburg	70,198
58	Sheffield	68,260
59	The Hague	66,000
60	Leipsic	65,370
61	Oporto	62,000
62	Malaga	60,000
63	Dantzic	58,012
64	Frankfort	57,550
65	Madgeburg	56,692
66	Bremen	53,166

It appears from the above that the *civic* population of each great country is as follows:

England	4,138,224
France	1,729,040
United States	1,490,925
Austrian Empire	1,200,763
Russia	991,034
Turkey	786,990
Prussia	783,097

According to the most recent censuses, the *proportions* between this *city* population and the rural inhabitants stand thus:

	Civic.	Rural.
Great Britain	1	6
France	1	19
United States	1	14
Prussia	1	7
Austrian Empire	1	29
Turkey	1	19
Russia	1	60

Great Britain and Prussia have far the largest proportion of *civic* population; after these come the United States; while the Empire of Russia exhibits itself, as it is, in the aspect of an agricultural and pastoral people. The great amount of city people in England and Prussia proves at once the predominance of a manufacturing population, who in turn, give rise to an immense number of shoppers. The United States is pursuing the same career, and when its new lands are settled, will rapidly become a manufacturing country. The *civic* population, we should remark, however, is much greater than the above account represents; for it comprehends all *towns*.

Miscellaneous.

PROFESSOR FARADY'S DETECTION OF TABLE TURNING.

Table Turning is one of the evidences most relied on of the so-called "Spiritual manifestations." Mr. Faraday, the great chemist, has set himself to invent a detector of this rather comical humbug. It is very easy to get up a fraud, but not so easy always to detect it. In this instance, nature, by involuntary muscular action has aided the voluntary imposture; so that it is difficult even for persons of good sense to detect in what the delusion consists. The explanation of the detector is not very clear, but the reader may form an idea of the mode in which it is done.

Professor Faraday's last remark, that the education which leaves the public mind subject to this delusion "*must be greatly deficient in some very important principle*," is one which should sink deep into the mind of every public instructor. There is a great deficiency in education; and that is, in not teaching the difference between the Physical and Metaphysical, the limits of the physical, and the far wider range, dignity, and importance of the metaphysical. The philosophers of the world are now materialists. The consequence is, that infidelity is not Deistical, but Atheistical.—Its delusions are gross; its errors palpable; its impostures positively hideous. The delusion of Table Turning is worse than that of the Salem Witches; because, in the manner presented — as proceeding from spirits — far less probable. But this is a matter beyond our limits, and we merely *record* the tests of Faraday as interesting to all persons who are honest inquirers after truth.

Faraday, the great Electrician, has been experimenting on table turning. "not," he says, "that it was necessary on my own account, for my conclusion respecting its nature was soon arrived at, and is not changed." He proposes publishing in the *Athenæum* the details at length of his experiments, but in the meantime announces his plan of experimenting, and its results. Assuming that the tables were moved by a *quasi* involuntary muscular action of the operator, Faraday's first point was to prevent the mind having any undue influence over the effects produced, in relation to the nature of the substances employed. A bundle (*qu re*, layers!) of plates, consisting of sandpaper, millboard, glue, glass, plastic clay, tinfoil, card board, gutta percha, vulcanized India-rubber, wood, and resinous cement, was therefore made up and tied together, and being placed on a table under the hand of a turner, did not prevent the transmission of the power. The table turned as before. Hence, no objection could be taken to the use of these substances in the construction of the apparatus. The next point was to determine the place and source of motion;—that is to say, whether the table moved the hand, or the hand moved the table. To ascertain this, indicators were constructed. One of these consisted of a light lever, having its fulcrum on the table, its short arm attached to a pin fixed on a card board, which could slip on the surface of the table, and its long arm projecting as an index of motion. It is evident, that if the experimenter willed the table to move toward the left, and it did so move *before* the hands, placed at the time on the card board, then the index would move to the left also, the fulcrum going with the table. If the hands involuntarily moved toward the left, *without* the table, the index would go toward the right; and, if neither table nor hands moved, the index would itself remain immovable. The result was, that while the operators saw the index it remained very steady; when it was hidden from them, or they looked away from it, it wavered about, though they believed that they always pressed directly downward; and when the table did not move, there was still, unwittingly, a resultant of hand-force in the direction it was wanted to make the table move. This resultant of hand-force increases as the fingers and hands become stiff, numb, and insensible by pressure, till it becomes an amount sufficient to move the table. Mr. Faraday has perfected his testing apparatus, and placed it on view to the public at the store of Newman, philosophical instrument maker, No. 122 Regent street, London. But the most curious effect of this last apparatus is the corrective power it possesses over the mind of the table turner. As soon as the index is placed within view, and the operator perceives that it tells truly whether he is pressing downward only, or obliquely, then all effects of table turning cease, even though the operator persevere till he become weary and worn out. Mr. Faraday adds, in his letter to the *Times*, from which the above is extracted, "Permit me to say, before concluding, that I have been greatly startled by the revelation which this purely physical subject has made of the public mind. No doubt there are many persons who have formed a right judgment, or used a cautious reserve; but their number is almost as nothing to the great body who have believed and borne testimony, as I think, in the cause of error. * * * * I think the system of education that could leave the mental condition of the public body in the state in which this subject has found it, must have been greatly deficient in some very important principle."

Money Without Interest.—The Cincinnati *Gazette* of Saturday last has the following report of the Money Market: "The Money Market remains quiet, and void of interest."

Now, here is one of the signs of the Millenium — that money is "*void of interest!*" Happy, thrice happy will be the whole race of debtors when they hear this. Easy will it be to make railroads when money is *void of interest!* The fact is, *interest* is the very deuce in all, in a matter of money, as many a poor fellow who has added two per cent. a month to the principal knows. But, here we are, in the middle of July, 1853, and money *void of interest!* Have we a Shylock among us? We fear his claims are no better than the late exhumed Louis XVII. Poor fellow! his occupation is gone. He must henceforth cry "O'clo," and none so poor as to do him reverence. Alas! what *will* become of the poor millionaires, when money is *void of interest?*

☞ The Census of Great Britain in 1851, has just been published in two thick volumes. The number of people returned was 21,121,967, of whom 10,386,048 were males, and 10,735,919 females, thus giving the ladies the advantage. On the night of the census 12,924 were sleeping in barges, (vessels,) 9,972 in barns, and 8,277 in the open air, or under tents. The number of families in Great Britain was 4,312,388; inhabited houses, 3,648,347. The towns, villages, &c., in Great Britain, 17,150. The British isles, 200; inhabited, 175. Great Britain has upward of 21 millions, and Ireland upward of 6 millions of souls. Anglesey, Jersey, and the Isle of Man have 50,000, and Guernsey, Lewis, Skye, and Shetland over 20,000. These numbers, however, rapidly descend in the remaining islands from 10,000 to 1,000, 500, 400, 100, 40, 30, 20, 10; and, finally, at Inchcalm, an appendage of Fife, there is an island with one man only on it.

COOL DECIDEDLY.

To the Editor of the N. Y. Tribune:

Sir:—I have written to the Department for permission to leave the seal off the prepared envelopes. Very respectfully,

G. F. NESBITT.

New York, July 5, 1853.

We trust that the Department will grant Mr. Nesbitt's request.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	95	97
Do do	Coupons. Not Taxed	6	1875	95	98
Do do	" "	6	1880	95½	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	99	100
Do Mississippi	1st " "	7	1862	95	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1853	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	95	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	106	106½
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	97	97½
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	113	115
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	103	106
Do Southern	1st " " "	7	1860	105	106
Milwaukie and Mississippi	1st " " 1857	8	1862	102	104
New Albany and Salem	" on 1st section	10	1858-62	108	110
Do do	1st " on other sections, convert.	8	1864-75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	118	119
Do do	2d " convertible	7	1859	108	110
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	97	98
Do do	" " 1862	7	1862	101	102
Northern Indiana	1st mortgage, not convertible	7	1860	105	107
Do do	2d "		....	93	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865-6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	127
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	103	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	110
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	100	102
Steubenville and Indiana	1st " "	7	1865	93	94½
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	71	73
Bellefontaine and Indiana	50	107	110
Chicago and Rock Island		97	100
Cincinnati Hamilton and Dayton	100	114½	115
Cin. Wilmington and Zanesville	100	75	85
Cleveland, Columbus and Cin	100	133	135
Cleveland, Painesville and Ashtabula.	100	140	145
Cleveland and Pittsburgh	50	103	105
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	114	115
Covington and Lexington	50	74	75
Dayton and Michigan	50	57	65
Dayton and Western	50	85	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100	135	137
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	102	105
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	76	80
Little Miami	$50	119¾	121
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		100
Macon, Georgia		107	109
Mad River and Lake Erie	50	95	100
Madison and Indianapolis		97½	100
Marietta and Cincinnati	50	75	90
Maysville and Lexington		60	75
Michigan Central		116	118
Michigan Southern		144	147
New Albany and Salem	50	65	70
New York and Erie	100	78	81
Northern Indiana		144	147
Ohio Central	50	95	100
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		90	100
Panama		120	121
Pennsylvania	50	99½	100½
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		107½	108½
Toledo, Norwalk and Cleveland		148	153

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	108	109
Do	6	1862	115½	116
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	90	92
Do Interest do		....	61½	62
Indiana	5	....	99	99¾
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¾
Do 15 years	6	....	108	109
Do large bonds	6	....	107	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107½	108
Do	6	1870	115½	117
Do	6	1875	115	117
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109
City Securities.				
Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	107½	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102¾	103¾
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¾	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	103	104
Do	5	1890	105	107
Philadelphia	6	1876-90	105	106
Pittsburgh	6	1869-71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	107	108
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	115¾	116
Northern, and Branches	117¾	118
Southern, and Branches	103	106
Bank of Louisville	116¾	118
Kentucky Trust Co	101	102
Farmers' Bank of Kentucky	106	107
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	98	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾ prem	¾ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	½ prem . ¼ to	½ prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 60	@	16 80
Patriot Doubloons	15 80	@	16 00
Sovereigns, light	4 85	@	4 88
Sovereigns, heavy	4 87	@	4 90
Guineas	5 00	@	5 00
American, new	1 00⅓	@	1 01
American, old	1 05	@	1 05
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$184	$190
80 acre warrants	92	95
40 acre warrants	46	47½

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Wednesday, July 20, 1853.

10	Shares	Kentucky Trust Co. Bank stock	98 50
20	"	Farmers' Bank of Kentucky stock	passed.
68	"	Lawrenceburgh and Upper Mississippi Railroad stock	71 50
30	"	Covington and Lexington Railroad stock	passed.
50	"	Eaton and Hamilton Railroad stock, not sold	70 75
180	"	Do do do not sold	70 50
100	"	Peru and Indianapolis Railroad stock	passed.
35	"	do do do date Jan. 10, not sold	70 00
24	"	Cincinnati and Hillsboro' Railroad stock, not sold	68 50
20	"	Dayton and Cincinnati Short Line Railroad stock, not sold	67 00
68	"	Hamilton and Dayton Railroad stock	passed.
40	"	Do do do not sold	115 00

MONETARY.

Though Money is in demand, yet the past week has been one of ease in the Money Market. The Banks are still accumulating, and have surplus balances to spare. Rates are uniform at 5@6 ℔ cent. for call loans on prime securities. Sixty day prime paper rates at 6 ℔ cent., and from 6½ to 7 for three and six months' paper. The business on 'Change has been comparatively dull, owing to the absence of the capitalists, who are at this time rusticating in the country. The heavy dividends being declared by the banks throughout the country, are unmistakable evidences of prosperity among them. California continues to supply her golden quota.

Foreign Exchange ranged from 109½ to 109⅝.

The opening of the Crystal Palace, and visit of President Pierce, have been the principal events of the week in New York.

The Stock Market has been somewhat more buoyant, though the transactions have been limited. Government Securities are in demand, and bring high prices. Erie Railroad stock is recovering rapidly from its depression. A committee of three has been appointed to take charge of and operate the road, with a view to the reduction of the expenses. The receipts of this road are large, but the expenses are comparatively larger. There is no reason why this road should not be a profitable one. We notice a sale of South Carolina Railroad stock, 112 shares, at 124. This Company recently declared a semi-annual dividend of 8 ℔ cent.

We note that Mr. Allen, President of the Company, has withdrawn the Pacific Railroad Loan from the market; the whole amount not having been bid for on terms satisfactory to the Company.

We quote Dividends as follows:

BANKS.

New Haven County, Ct.	6 mos.	5	℔ cent.
Merchants', New Haven, Ct.	"	4	"
Whaling, New London, "	"	4	"
Union, " " "	"	4½	"
Planters', Tenn.	"	4	"
Union, "	"	4	"
Bank of Kentucky	"	5	"
Bank of Louisville	"	4½	"
Farmers' Bank of Kentucky	"	5	"
Northern Bank of Kentucky (with extra 3 ℔ cent.)	"	5	"
North River, N. Y. City	"	5	"
East River, " "	"	3½	"
Commerce, " "	"	4	"
Phenix, " "	"	4½	"
Exchange, " "	"	4	"

RAILROADS.

Norwich and Worcester	6 mos.	2	℔ cent.
Naugatuck (with ex. div. of 8 ℔ ct. in stock.)	"	4	"
Panama (unfinished)	"	5	"
Ohio Central "	"	3	"

At the West, there is a fair demand for Money, which is, however, more than met by the supply. The rates of interest are slightly lower, 9 to 10 ℔ cent. being the out of door rates. The Banks take all the short paper offered by their customers.

Exchange we quote with slight change from our last issue, though with less firmness.

The Stock Market is dull, but few sales having taken place. Messrs. Hewson & Holmes have discontinued their regular semi-weekly sales, though they still have occasional sales. We report one had yesterday.

The business of the railroads throughout the country, presented in our "Railroad Earnings," indicate a state of increasing prosperity, and show that economy in their management is only necessary to their profitable working.

UNITED STATES DEPOSITS.

The following table will show the amount at the several depositories, subject to the draft of the United States Treasurer, on the 27th ult.:

Treasury of U. States, Washington		$216,475 33
Asst. Treasurer, Boston		2,157,200 66
do	New York	6,468,618 38
do	Philadelphia	514,320 48
do	Charleston	41,960 08
do	New Orleans	1,010,607 07
do	St. Louis	403,473 52
Depository at	Buffalo, N. Y.	23,158 87
do	Baltimore, Md.	9,287 14
do	Richmond, Va.	16,655 82
do	Wilmington, N. C.	13,333 89
do	Savannah, Ga.	58,205 63
do	Mobile, Ala.	11,422 00
do	Nashville, Tenn.	30,414 52
do	Cincinnati, O.	72,292 16
do	Pittsburgh, Pa.	2,395 13
do	San Francisco	1,069,981 56
do	Cincinnati, (late)	3,301 37
do	Dubuque	32,601 78
do	Little Rock, Ark.	51,933 11
do	Jeffersonville, Ind.	12,529 27
do	Chicago, Ill.	48,254 20
do	Detroit, Mich.	11,383 15
do	Tallahasse, Fla.	2,520 33
U. S. Mint,	Philadelphia	6,812,254 16
do	Br'ch at Charlotte, N. C.	32,000 00
do	do at Dahlonega, Ga.	26,850 00
do	do at New Orleans	1,709,635 89
		$20,863,065 50
Deduct Suspense Account		2,386 66
		$20,860,678 84
Add Difference in Transfers		298,000 00
Net amount subject to draft		$21,158,678 84
Transfers ordered to Treasury, U. States		$200,000 00
Transfers ordered to New Orleans		100,000 00
		$300,000 00
Transfers ordered from Mint of the U. S., Philadelphia, Pa.		2,000 00

HASKIN'S UNIVERSAL SELF-ADJUSTING RAILROAD SWITCH.

As we feel a deep interest in any thing that will tend to the lessening of railway accidents, numbers of which are caused annually by "switches," we cheerfully give place to the following from the Buffalo *Express*, relative to "Haskin's Universal Self-Adjusting Railroad Switch."

"We had the pleasure a day or two since of examining a new railroad switch, bearing the above title, invented by our young townsman, Mr. Charles H. Haskins. Mr. H. has been for some years conductor of one of our Western roads, and therefore has the advantage of considerable experience in the premises, and a thorough knowledge of what was needed. His switch is truly a self-adjuster in every particular, making it wholly impossible for the engine or train to run off the track, going in either direction. The engineers who read newspapers, or sleep, while their engines are moving, can do no harm where these switches are used, for the engine tends its own switch, changing it to the straight track, if left wrong at any way stations, preventing the train from running off the track one way, or from running in on the side track and "smashing up" going the other. At junction of roads, as at Hornellsville, the New York train for Dunkirk passes over the switch leaving it on the straight track; the train for Buffalo comes up, the engine changes its own switch and comes on to Buffalo without delay.

Again, the train from Dunkirk for New York passes the Hornellsville station, leaving the switch as before, on the straight track.—The Express train for New York from Buffalo approaches the switch which has been left on the straight track, (and instead of landing the passengers in the mud, amid broken cars and cracked heads,) the engine changes its own switch, whether the engineer is looking or not, and passes over it in perfect safety. A train approaching from Dunkirk immediately after, changes the switch back again. It is so simple that there is not the least probability of its getting out of order, while its simplicity makes the cost but little more than that of the common hand switch.

Mr. Haskins has applied for a patent, and as soon as possible will put his useful invention before the people, when they will be able to judge for themselves. We would add that several eminent railroad men have examined the switch, and are unanimous in the conviction-that it is destined to take the place of all switches at present in use."

From the Chicago *Tribune* we see that a Mr. Dick has been testing a *Self-adjusting Switch* upon the Galena Road. The switch is said to be very simple and effective. The *Tribune* says:

"Its object, however, is not to dispense with the switch-tender altogether, but to prevent accidents from his carelessness or oversight. By this invention the main track is either always kept in contact, or should the switch be drawn to the side track, no engine can possibly pass either way without adjusting the switch to its proper position, and preparing the way for the train. The machinery consists of a powerful spring, precisely similar to a carriage spring, fastened to the sleeper on which the movable rail rests, and which

so works as to keep that rail constantly on the main track. When forced back by the switch tender, it is held by a bolt, connected with two shafts running parallel with the rails in opposite directions. To the end of each rod is fastened a lever, so adjusted, that the moment the first engine wheel touches it; the bolt holding the sleeper is withdrawn and in an instant back springs the rail and the connection is complete. The speed at which the train is passing makes no difference as to the certainty of the operation; for at the swiftest possible rate the engine could not advance six inches before the rail is perfectly adjusted. Yesterday, the engine passed several times at the rate of from twenty-five to thirty miles an hour, and the self-adjustment of the switch was most complete. Mr. Dick informs us that he has several in successful operation in New York State, which have given perfect satisfaction."

NAUTICAL SCIENCE.

PROGRESS OF THE UNITED STATES THEREIN—LIEUT. MAURY'S WIND AND CURRENT CHARTS.

It has come to be a self-evident fact that the Americans have already usurped, and deservedly appropriated to themselves, the proud title heretofore claimed by England, of "Mistress of the Seas." In marine architecture, whether of steamers or of sailing vessels, the English themselves acknowledge our vast superiority of speed and model; while our experiments upon the seas, storms, &c., are far in advance of any thing in the possession of any other maritime power. In the furtherance of this maritime knowledge, by which the safety and speed of our marine are both so materially increased, no person or community of persons has done more than Lieut. MAURY, U. S. N.; and it is pleasing to us to see that his services are appreciated by Government, and that every facility is extended to him to enable him to arrive at facts in the line of his profession.

No results of his various experiments, valuable as they have all been, present so wonderful facts as does his so called "*theory*" relative to the course of prevailing winds and currents. Vessel after vessel, by passages which, for celerity, have startled the maritime world, has furnished practical exemplification of the value of Maury's Charts. Thus, again, America takes the lead in introducing a great practical discovery, which is calculated to eventuate in untold good. Our intelligent navigators generally, appreciate and seek these Charts, that they may know where to go and find the propelling power—never losing one until another is at hand to supply its place—instead of being compelled to lie for days or weeks under the burning sun of the tropics, waiting a breeze that shall ruffle the glossy surface of the sea, fill their sails, and carry them on in their course. "Theory" is a misnomer, when applied to Maury's elucidations. That which he has given to the navigator is simply the result of careful, patient, laborious comparison of the observations and experience of a host of navigators, who have sailed over the routes or parts of the routes marked out in his Charts; and these Charts, therefore, are the combined experience of a thousand practical sailors, collated and condensed into one grand result, by Lieut. Maury. The country may well be proud of the genius which conceived the scheme, and the skill which has developed it.

We are glad to learn that a still wider system of observation is to be arranged, for the purpose of bringing these Wind and Current Charts to the highest point of certainty and perfection. Encouraged by the value to commerce and navigation, of Lieut. Maury's labors, and impressed with the importance of a more general and uniform plan of observations at sea, our government invited the several naval powers of Europe, each to appoint an officer to confer with Lieut. Maury upon the subject, and to agree upon the details of a uniform system of observations, to be made on board the vessels of all the navies concerned. The invitation has been accepted on the other side, and this interesting conference will take place at Brussels on the 23d Aug. next. Lieut. Maury, we understand, will leave for Liverpool in the Collins steamer of 26th July. His countrymen will wish him eminent success in his praiseworthy project, and a speedy return when it shall have been accomplished.

PISCICULTURE.

OR THE REPEOPLING OF STREAMS WITH FISHES.

The July issue of *Silliman's Journal* has a very interesting article upon this subject, from which we abridge the following:

Thanks to Remy, the modest fisherman of the Vosges, fish is now a manufacture in France; a fact most valuable to old Europe, which has hardly means of sustaining its inhabitants, and whose streams have been depopulated of the better kinds of fish, by manufactories, drainage, &c., destroying the spawn.

Remy observed the time when the female deposited its spawn; he observed also that the male came and spread over it the fecundating liquor. But as these eggs were liable to various chances of destruction, he learned at length how to imitate nature, by promoting the spawning of the female, and the fecundating of the same by the males, which was performed by passing a finger lightly over the surface of the abdomen of the female; or inclosing her in a cage with a double bottom, formed of bars rather far apart; the females drop their eggs by organic contraction, and aid themselves by rubbing against the bars. The eggs, in both instances, fall upon a frame; the males are then introduced, and often they fecundate the eggs at once, being incited to do so by the presence of the female and the odor of the spawn; but should they not do so of their own accord, the fecundation is provoked by a slight friction, as in the case of the females. The eggs are thus preserved and placed in a position favorable to their development. He thus had the pleasure of finding that he could breed any number of fishes at will, and had now only to provide for the ulterior preservation of the young fry. The fish experimented upon were trout; for their support he placed frogs in the basin containing the trout, judging, correctly too, that the spawn of the frogs would supply food for the spawn of the trout. This, though effective, was an expensive mode of feeding, and Remy, who scarcely knows how to read or write, yet from experience, that best though sometimes dearest of schoolmasters, contrived a process based upon one of the great laws of nature; in the same basin with his *carniverous* trout he placed *herbiverous* fishes; and thenceforth had no difficulty.

After having been six years in preparing living food for his fishes, the result of his labors was made known to the Academy of Sciences, by M. Haxo, and a full inquiry into the process was ordered by Government.

Pisciculture has been introduced in the basin of the canal of the Rhone, on the Rhine at Luningue, under the direction of a M. Coste, who succeeded in appropriating to his own profit the labors of Remy. A spirited contest ensued, and some very able pens have engaged in the discussion. But there seems to be little doubt but that justice will be done, and Remy receive a pension as a national recompense.

M. Millet, the inspector of forests, under whose control come all the rivers and streams of France also, is now organizing a regular service for putting into practice this simple plan of repeopling the rivers and ponds.—The plan to be adopted is to raise a supply of the fishes at first in boxes properly prepared, in which within six weeks, M. Millet has bred about 25,000 trout or salmon, and expects to breed some millions of different species in the course of the year.

CINCINNATI STEAM FIRE ENGINE.

JOURNAL OF FRANKLIN INSTITUTE.

In the July issue of this valuable publication we notice the following, relative to our City steam fire engine:

"The following description of the Cincinnati steam fire engine has been communicated for the *Journal*, by T. W. Bakewell, Esq., who obtained it from Mr. A. B. Latta, the builder. We believe no previous authentic account has been published of this machine, which has created considerable notice, and is probably destined to play an important part in the protection of buildings from fire.

PUB. COM."

If the PUB. COM. of the *Journal* will turn to the RECORD, No. 11, page 168, a full and *authentic* account of this machine, with some of its performances, will be found, procured

by ourself at considerable expense of time and inquiry.

We fully concur with the *Journal* in its surmise as to the important part this engine is destined to play in future conflagrations.—Its capabilities are very great, and the improvements suggested by its use thus far, will render any succeeding machine of the kind as perfect as it is possible to be made. Its fame has spread far and wide, and one of the commissioners to the exhibition at New York, from England, visited our city expressly to witness its performance, and expressed himself highly gratified with it. The enterprising projectors deserve great credit for their skill, and will doubtless reap a rich harvest from the filling of orders for more of them from distant cities of our own country.

ENGINEERS' MATERIALS.

EGGERS & CO.,
CINCINNATI,
WHOLESALE DEALERS IN
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No. 21 West Fourth St., bet. Main & Walnut,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Cincinnati, Hamilton & Dayton R. R.

WEST LINE.

Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Four Daily Trains.

First Train—Accommodation Express, at 6½ o'clk, A. M.
Second Train—Lightning Express, at ....7½ " A. M.
Third Train—Accommodation, at.....2 " P. M.
Fourth Train—Evening Express, at.....5 " P. M.

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 o'clock A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago.

Through from Cincinnati to Chicago direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago.

Through from Cincinnati to Chicago direct.

Indianapolis, Terre Haute and Lafayette.

First Train—Accommodation—leaves Cincinnati at 6.30 o'clock A. M., and Second Train—Lightning Express—leave Cincinnati at 7.30 o'clock A. M.

Through from Cincinnati to Indianapolis same day.

Eaton, Richmond, and Centerville.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—Evening Express—5 P. M., connects at Hamilton to Eaton and Richmond, connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fourth Train—Evening Express—at 5 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Huntsville.

Third Train—Accommodation at 2 o'clock P. M., connects at Dayton for Huntsville.

Oxford and Connersville.

First Train—Accommodation Express at 6.30 o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fourth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route	$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad	19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads	18 00
An additional charge of 50c. via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake steamers	17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg	17 00
From Cincinnati to New York via Lake steamers and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake steamers	8 00
Do do Detroit	6 75
Do do Chicago via Detroit	11 50
Do do Toledo	6 75
Do do Chicago via Toledo	11 50
Do do Sandusky	5 00
Do do Clyde	—
Do do Terre Haute	5 50
Do do Lafayette	5 50
Do do Indianapolis	3 50
Do do Greenville	2 50
Do do Troy	2 50
Do do Dayton	1 50
Do do Richmond	1 60
Do do Eaton	1 25
Do do Hamilton	00
Do do Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., and at the ticket office, Cincinnati.

jy20 W. A. LATHAM, Ticket Agent.

HEMPFIELD RAILROAD.

NOTICE TO CONTRACTORS.

PROPOSALS will be received at Wheeling, from the 15th to the 22d day of August, for the grading of twenty additional sections, and all the heavy masonry on the line of the Hempfield Railroad.

The work now offered includes section No. 1, entering the city of Wheeling, with a small tunnel under the new grave yard, and a high bridge across Wheeling creek.

It includes also an important bridge across the Monongahela river, and another across the Youghiogheny.

Among the sections offered, four are between the Youghiogheny and Monongahela rivers, several in the valley of the little Sewickley creek, several on Mingo creek, and three on little Wheeling creek.

On one of the sections east of the Monongahela river is an important job of tressel work.

The work now offered is situated in a healthy district of country, and will present attractions to able contractors.

Plans and specifications will be found at the Engineer's Office in Wheeling, after the 15th day of August.

P. S.—The contractor for section No. 57, on which there is an important tunnel, having failed to fulfil the terms of the agreement, the work will be re-let at the same time to parties capable of giving adequate evidence of their ability to carry it through. By order of the Board.

R. T. CONRAD, President
CHARLES ELLET, Jr., Chief Eng'r. jy21-5t.

Stereotype Foundry.

C. F. O'DRISCOLL,

BEGS to inform Printers, and the public, that he has purchased the *old Established Foundry of*

A. C. JAMES,

and that he is now prepared to execute all sorts of work in the line of his business.

Having been for upward of twenty years in the well known Type and Stereotype Foundry of L. JOHNSON & CO, Philadelphia, he hopes to be able to satisfy all who may favor him with their patronage.

BRASS RULE, LEADS. &C.,

Will be kept constantly on hand, and

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Cincinnati, 1853. jy21-1*.

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Office, No. 7 Burnet House.

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Marietta and Cincinnati R. R. Co.,
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July 7th†

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Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
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General Map Establishment.

No. 3 College Hall, Walnut Street,
CINCINNATI.
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Views of Buildings, Diplomas, and Portraits,
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Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.
Also, engraved in a style corresponding in excellence with that of Bank Notes—
RAIL ROAD, STATE, AND COUNTY BONDS,
BILLS OF EXCHANGE, CHECKS,
Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.
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The above office is under the supervision of
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South-East corner of Main and Fourth Sts., Cin.
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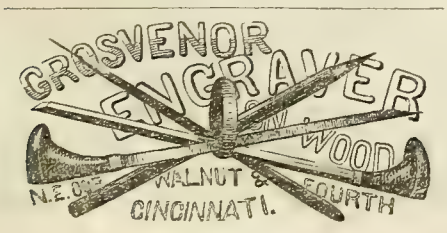
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H. H. SHIPLEY & BRO.,

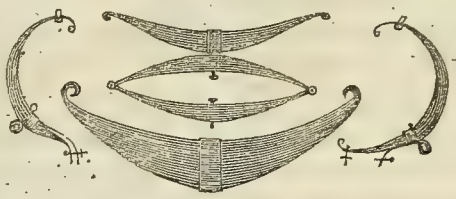
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BANK NOTE,
CARD, SEAL, AND GENERAL ENGRAVERS,
And Copper Plate Printers.
Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their
IMPROVED PERCUSSION & SEAL PRESSES.
H. H. SHIPLEY & BROTHER, (under the direction of Geo. K. Stillman,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.
Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.
All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.
Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.
Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

BANK NOTE ENGRAVING.
DANFORTH, WRIGHT & Co.,
No. 34 West Fourth Street, Cincinnati.
Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.



McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to
McDANEL & HORNER.
All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

Norris Brothers, Locomotive Builders, Philad.
A. C. Gray, Pres't New Castle Manuf. Co.
U. Wells, R. R. Car Manuf. Petersburg, Va.
I. R. Trimble, Supt. Philad. R. R. Co.
M. B. Millen, Gen. Supt. C. R. R. Savannah, Ga.
Emerson Foote, Supt. M. & W. R. R. Macon, Ga.
Thomas Dougherty, Master Mach. do.
Thos. Sharp, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

ENGINEERING!!

The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.
AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.
General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.
Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y

CLINTON ROBSON & Co.
BRASS FOUNDERS,
No. 154 Front St. bet. Pike & Butler Sts.
CINCINNATI, OHIO.
STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.
Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

Norris' Locomotive Works,

PHILADELPHIA.
ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size, Locomotives of superior quality. Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.
jy7tf RICHARD NORRIS & SON.

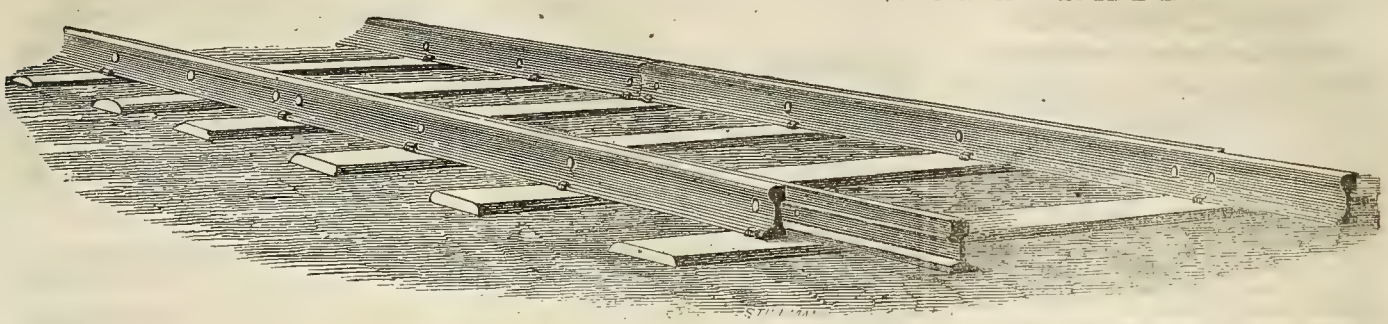
FOR SALE.
A Taylor Cylinder Printing Press,
With Bed 33 by 50 Inches.
THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

IN COURSE OF PUBLICATION.

LARGE MAP
OF THE
STATE OF OHIO,
EXHIBITING THE
Sections, Fractional Sections, Townships, Cities, Villages, Post Offices, Railroads, Canals, Turnpikes, and Plank Roads.
TO BE PUBLISHED BY
E. MENDENHALL & CO.
No. 3 College Hall, Cincinnati, O.
The Officers of the different Railroads feeling desirous of having their roads *correctly* laid down upon the Map, will please call, or send a plat of their different roads to the Publishers.
E. MENDENHALL & CO.
No. 3 College Hall, Cincinnati, O.
Size of the Map, 58 by 55 inches. Will be ready for delivery by the 15th August.
☞ Price—Mounted, $6. In Pocket Case, $4.

HEWSON & HOLMES,
Auctioneers & Commission Merchants.
Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.
Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.
Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.
Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.
Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.
HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.
Will make liberal CASH ADVANCES on consignments to their address. †mr24

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

NEW WORKS ON CIVIL ENGINEERING.

The Field Practice of laying out Circular Curves for Railroads. By JOHN C. TRAUTWINE, Civil Engineer; 2d edition.

A New and Rapid Method of calculating the Cubic Contents of Excavations and Embankments by the aid of Diagrams. By JOHN C. TRAUTWINE, Civil Engineer; with 10 copper plates.

PRICE—One dollar each—postage on the Curves, five cents—on the Excavations and Embankments, eight cents. The postage may be remitted or not, as the post office does not require prepayment. For sale by

WILLIAM HAMILTON,
Hall of the Franklin Institute,
March 12--4* Philadelphia, Pa.

RAILROAD TIMBER.

BRIDGE, DEPOT, and other Railroad Timber of first quality, sawed and hewn of any required length and size, to order.

Also, **1,000,000** ft. superior quality of LUMBER, well adapted for House Finishing and Flooring, delivered on short notice to any point on the Ohio river.

All Railroad Timber and Clear Lumber warranted. Bills for the same are solicited.

Address, J. SHIPPEN,
jy14-tf. Cincinnati, Ohio.

IMPORTANT TO RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus.

"GARDNER'S ROCK DRILL."

DESIGNED for Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 per cent. is made. This drill can be operated by hand, horse, or steam power.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
je30-tf Trinity Building, New York.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

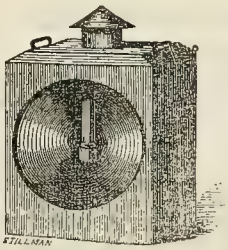
Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

The above letting is postponed until August 20. Specifications will be ready ten days previous.

ROBERT MAC LEOD,
Chief Engineer.
M'Connelsville, June 4, 1853. je16w10

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

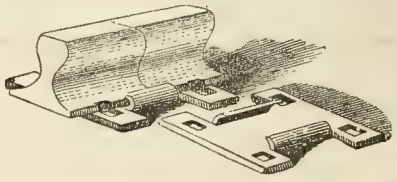
RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.
75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street, Cincinnati.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

Louisville & Nashville Railroad.



Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst , for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.

Louisville, Ky., July 1, 1853.—jy14-8w.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

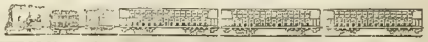
A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

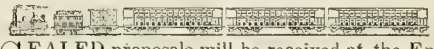
Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIR

No. 64 Second St., one door west of Broad ay
†mr10

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
Texas.....1400 " ....Capt. James Lawless,
Perseverance .1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

. nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.
Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,
In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.
☞ Tickets to be had on board.
☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M
☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to
A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.
India Rubber Steam Packing;
Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do
Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.
Also,
10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
†mr3 140 and 142 Main street

United States Life Insurance
ANNUITY AND TRUST COMPANY,
S. E. Corner Third and Chestnut Streets.
PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

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†mr3

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AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 22. CINCINNATI, THURSDAY, JULY 28, 1853. Vol. 1.

THE

Railroad Record

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At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, EDITOR.

For TERMS and list of Agents, see last column last page.

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THE RAILROAD AND ROUTE BOOK.

☞ RAILROAD OFFICERS, SUPERINTENDENTS, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
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FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

THE ORIENT AND THE OCCIDENT.

THE TRADE OF ASIA.

In the 17th number of the *Record*, (page 257,) we considered the inevitable effects of the Pacific Railroad in carrying the commerce of America, and much of that of Europe, with Asia, through the United States. This country then becomes the great caravan route of modern times, where the five hundred millions west of San Francisco, and the four hundred millions east of it, will meet and mingle, in their movements and their traffic, within the territory of the American Republic. Let us consider the commerce that now exists, and its probable increase, between Europe and America, on one hand, and Asia on the other.

First. The direct trade between the United States and China may be stated thus for the last twenty years, viz.:

Year.	Exports to China.	Imp'ts from China.
1831	$1,200,835	$3,083,205
1841	1,200,816	3,985,388
1851	2,485,257	7,065,144

In twenty years the exports have increased 100 per cent., and the imports 130 per cent. The aggregate annual amount of commercial exchanges between the United States and China is about ten millions of dollars. The great increase of exports is in American cotton manufactures. This is one of the remarkable things in our commerce. Carrying cotton to China and India was really "carrying coals to New Castle;" yet we have done it successfully, and who, after that, shall put limits to the extension of American commerce in Asia? The progress of the cotton import to China is marked in figures thus:

In 1831	$49,256
In 1841	188,019
In 1851	1,894,419

In the year 1852, the *aggregate* of commerce with China increased $3,000,000 more, making thirteen millions; and in the present year, it has, beyond doubt, kept on in the same rapid ratio. Our *direct* trade with China may be considered, after the present year, at not less than $20,000,000 per annum. The trade of the United States with British India, with the Pacific Islands, &c., in 1851, amounted to $6,000,000, and hereafter may be considered as fully equal to $10,000,000. Not less than $30,000,000 (thirty millions), then, may be considered as the annual average of our *direct* trade with China, India, and the Islands of the Pacific.

In the year 1850, there cleared for the Orient the following vessels from the United States, viz.:

To China	112
Dutch East India	18
British East India	99
Manilla and the Phillipines	48
South Sea Islands	30
Vessels	307

These vessels carried 140,000 tons, or nearly 500 tons each. Since then, the number and tonnage have greatly increased.

In the year 1832, the value of British imports and exports to the East Indies was $50,000,000 (fifty millions), and that to China $12,000,000 (twelve millions). Since then (twenty years), the great impulse given to commerce must have increased this full fifty per cent.; so that in the year 1853, the exports and imports of Great Britain to China, the East Indies, and the Pacific Islands, can be estimated at scarcely less than $100,000,000 (one hundred millions) in value. The trade of Holland (which is large), of France, Spain, and other European countries with China, the East Indies, and the Pacific, may be estimated, in gross, at half that of Great Britain. In the aggregate, then, we have the value of the trade of Europe and America with the Pacific, at the present time, *one hundred and eighty millions of dollars.* This trade employs the tonnage of full *two thousand ships*, or about one million of tons!

But with five hundred millions of people there, who can suppose that this is more than the *beginning* of a commerce between the Orient and the Occident, when steam through America, and steam on the Pacific, directed by commercial genius, and freighted with the products of modern art, shall be the motor of commerce? In a few years we have seen the United States pass from an importer to an exporter of cotton to the Pacific. But recently our cottons were driven from our own markets, and now we export four millions in value to China and India! This is but the beginning of the new movement in commerce between the East and the West.

The nations of Asia must soon undergo a great moral and industrial change, or they will perish, like the American Indians. The last case is not sufferable. They are too civ-

ilized not to adapt themselves to circumstances. The result must soon be, that they will introduce the European arts, navigation, and commerce. The consequence will be, as we see it now between Europe and America, an immense increase in the exchange of commodities, and in the tonnage of navigation. The vast power of steam, ramified through all the channels of business, will be introduced throughout China, India, and Japan; and a new energy imparted to all branches of arts and industry. Millions of people may, by the revolution in commerce, be compelled to change their occupation; but that change is already provided for, in the immense uncultivated regions which extend beyond China, and have heretofore been only occupied by monadic tribes. The displaced laborers must seek, like the immigrants in our own country, for new lands, that great safety valve of an unemployed population.—A very large portion of the surface of Asia and Africa is yet almost uninhabited; and although it is certainly not the most fertile, yet it is as susceptible of culture as a large part of the vine-clad hills which look and produce so well in Europe. The human race may be quadrupled, and not want for lands. The process of breaking up the old social strata of Asiatic society will not be to diminish people, or render their modes of life harder. On the contrary, it will make Asia more populous, more wealthy, and more happy; and make its commerce with America an hundred fold greater.

Railroads.

NEW ALBANY AND SALEM RAILROAD.

This is an important link in the railroad connections of Indiana, passing through a section of country where large amounts of produce are raised, and opening markets in every direction, by its connections and intersections. We have the Sixth Annual Report of the President before us, bearing date July 2d, 1853, from which we gather the following facts:

In 1847 the New Albany and Salem Railroad Company was formed to construct a railroad to Salem, with the intention of extending it through the State to the south end of Lake Michigan as fast as means could be got to do the work.

The first year was consumed in making up stock to make the road to Salem.

The First Annual Report, July, 1848, announced that stock to the amount of $270,000 had been obtained, and the work let to Salem, 35 miles.

The Second Annual Report announced an increase of $250,000 in the stock subscription, making in all $520,000, and arrangements were being made to put the work under contract to the East fork of White river, 31 miles from Salem, 66 from New Albany.

In the Third Annual Report, July, 1850, it was announced that the stock subscription had been increased to $760,000, and the work put under contract to Gosport, 113 miles; the first twenty miles out from New Albany finished.

In the Fourth Annual Report, July, 1851, it was announced that the stock subscription had been increased that year $500,000—making in all $1,260,000; the first division of the road to Salem completed, and a loan of $500,000 obtained to complete and equip the road to Gosport.

During that year books had been opened for the extension of a branch of the road from Gosport to Indianapolis, the Board having decided to make the main line to Michigan City, 287 miles, with a branch from Gosport to Indianapolis, 43 miles, and then extend the main line west from Michigan City to the west line of the State toward Chicago.

An arrangement was made with the Michigan Central Railroad, by which they agreed to construct that part of the road west of Michigan City, and subscribe stock in the main line to the amount of $500,000

In the Fifth Annual Report, July, 1852, it was announced that the stock subscriptions had been increased to $1,900,000; that the entire work was under contract and would be finished by July, 1854.

Since the last report the work has gone on prosperously.

The stock subscriptions have been increased to $2,210,000, and the amount of work done exceeds that of any two preceding years.

In the last report it was stated that in May, 1852, 17,000 tons of iron had been purchased at a low price. In August, after the report was issued, some 1400 tons more were purchased, making in all upward of 18,000 tons.

This iron would cost at present prices not less than $500,000 more than it cost at that time. The average cost of all the iron purchased by the Company, (about 29,000 tons,) would be not less than twenty-five dollars per ton less than the present price.

At least nine tenths of all the grading and bridging of the entire work is, and the balance will be, done so as to keep out of the way of the track-layers. Four parties of track-layers are now at work putting down iron; one south from Michigan City, one north from Lafayette, one south from Crawfordsville, and another north from Bedford. There will be, on an average, not less than four or five miles of iron laid per week until the work is done.

There are already laid between New Albany and Bloomington 78 miles of track; between Crawfordsville and Lafayette 28 miles, and between Lafayette and Michigan City 67 miles, making in all 173 miles, and leaving 114 miles still to lay. It is computed that by the first of November next, the track will be completed from New Albany to Gosport, 113 miles, and from Michigan City to Greencastle, 149 miles, leaving but 25 miles to complete the connection through—which will be completed by the first of May next.

Depots are finished on the south end as far as the cars are running. Shops have been erected at New Albany for repairs, freight car building, &c.

STATEMENT.

Assets, viz.—Capital stock	$2,210,000	
Bonds issued	3,000,000	
		$5,210,000
Of which there have been collected:		
Stock subscriptions	$1,444,988	
Sales of bonds	2,614,500	
		4,059,488
Total expenditures, for all accounts		4,005,687
Balance unexpended and in hands of agents		53,801
Leaving assets at this date, viz.:		
Uncollected on subscriptions		765,012
" " bonds		385,500
Unexpended balance above		53,801
Total		$1,204,313
Estimated cost of road	$5,000,000	
Already expended	4,005,687	
Balance required to complete the road		$994,313
Surplus		$210,000

The average length of the road used the last 6 months has been 67 miles. The receipts have been $47,127.20, and are estimated to be for the next 6 months, when produce will be shipped to market, $76,403.52; total for the year, $123,530.72.

The total length, when completed, will be 287 miles, and will present to producers residing near its center, the choice of the Ohio river or Lake markets.

We understand, from other sources that a load of iron for this road has just reached Michigan City; also, that the bridge across the Wabash has been completed.

At the last election, the following gentlemen were chosen Directors: Jas. Montgomery, John Brown, James Brooks, Randall Crawford, Wm. Plumer, John Gordon, Thos. Smith, Jos. E. Goss, Jacob Daggy, J. C. Elston, Geo. F. Talman, Chas. E. Bill, and Jos. Rawlin.

Pacific Railroad.—The Milwaukie *News* of the 13th says: "The books were opened in this city on the 4th to receive subscriptions to the stock of the Pacific Railroad Company, and about two millions of dollars subscribed. The Lake Shore Company are to make an immediate examination of a route from this city to Minnesota, we presume, with the idea of making a connection with this road."

There are now so many *Pacific* Railroads—so called—that it is difficult to tell which one the *News* refers to.

RAILROAD AXLES.

The following article, from the Toledo *Blade*, was sent us some days since, and being worthy of consideration at the hands of railroad officers, engineers, and others, we find room for it, though somewhat lengthy:

Mr. Editor:—Having witnessed the unfortunate accident to the cars of the Michigan Southern Railroad, which occurred yesterday, by the breaking of an axle; and having had a good deal of experience in making car axles myself, I thought I would, through the medium of your columns, lay before the public my views on the whole subject of manufacturing axles.

The ordinary and almost universal method of making axles is, from what is technically called piles. These piles are bars of iron about six inches wide and one inch thick.—Six of these, laid together, forming a square mass of six inches, are put into a furnace, and when brought to a high welding heat, so that they stick together, are rolled out into a bar, about one fourth of an inch longer than the axle is to be when finished. This round bar is permitted to cool, and afterward heated to a bright red, or mild white heat, when it is hammered in dies, and finished to the requisite size of the axle.

To this axle there are several serious objections.

1st. It is made of bars of iron welded together, and conseqently, besides the risk of insufficient welding, it is tough only as it bends in two directions; either up or down the flatway of the bars. When it comes to be bent the edgeway of the bars it is comparatively brittle. To see the force of this objection, it is only necessary to take an ordinary cut nail, and bend it with the grain of the iron, and then across the grain, until it breaks.

2d. The bars of which it is made are not all of them thorough bars. Some of them, usually two or three in each mass, are pieces of various lengths laid in, the ends butted together. This, of course, as bars of iron will not weld endways, weakens the axle from one fourth to nearly one half, these short pieces contributing very little else beside bulk and weight to the axle.

3d. The hammering of these axles, besides being one of the most shameless humbugs in the world, is a positive injury to the axle.—Every one who ever worked in iron knows that the hammer is the best instrument yet discovered to purge iron, and hence the partiality so universally exhibited for hammered iron. But it is equally well known to all iron men, that in order to benefit iron in the manner named, the iron must be hammered when first taken out of knobling fires or puddling furnace, while it is in a loose, soft, spongy state. To hammer iron at a later stage of the progress of manufacturing it, does but little good, and to hammer it in the way that axles are hammered does harm.—Every blow struck by the hammer after it falls in temperature below a *bright* red heat, destroys, to some extent, its fibrous character, and, if continued long enough, will change it entirely into granulous. It has been demonstrated that a heavy bar of the toughest iron in the world, by repeated blows in the same place from but a light hammer, will give way and fall asunder. Such being the case, what must be the injury to a railroad axle which receives all its hammering while passing from a mild white to a dull red heat, cooled down, too, in the process, by water thrown almost constantly on it while being hammered, to give it a fine skin and beautiful finish. The hammering of railroad axles amounts to a planish and no more, and is a direct and positive injury to the axle. The writer can remember, some thirty years ago, when planished iron was first introduced in the West.—From its beautiful appearance, it was popular for a while, but in less than two years nobody would have it. Planished axles are deserving of unspeakably less confidence, because this polish endangers the lives of thousands of men, women, and children.

4th. So long as axles are made in the present manner, it is but reasonable to expect that a portion of the bad iron—larger or smaller, according to the cupidity of the manufacturer—will enter into their composition.

There would be but little risk in stating it as a fact that a majority of the railroad axles in use were made of all puddled iron, and but very few of them all of the best of iron.—Those made of all puddled iron are wholly unfit for use. Our government will not use a pound of puddled iron, and yet our railroad companies consent to use it even for axles.

Those not made entirely of puddled iron are, many of them, mixed—a streak of fat and a streak of lean—half and half, perhaps.

The four objections presented in the foregoing, are:

1st. The axles in question are made of piles.
2d. These piles are not all thorough.
3d. They are injured by hammering.
4th. The material of which they are made is not good enough.

Having stated the objections to the present method of making axles, the writer would suggest an objection to the present mode of putting the wheels on axles. It is well known that almost every axle that breaks, breaks at the journal. Why is this? The reason is, that the shoulder on the journal is made to act as a fulcrum, while the spring of the axle furnishes a lever.

The wheel is driven home against the shoulder, fitting it as closely and tightly as it is possible for the best mechanic to bring iron and iron together. As the axle springs in the middle, it must, of necessity, bear hard against the wheel on the one side, while it draws equally hard on the other.

There is, therefore, a constant and very heavy and continually varying strain on the neck or journal of the axle, which in time can not fail to break it. Fasten a nail or other piece of iron as tightly as a wheel is fastened on a railroad axle, and then spring it backward and forward continually, and see if it will not give way by and by.

Now all these objections can easily be remedied. First, let railroad companies contract with responsible manufacturers of blooms of acknowledged and uniformly good quality, for blooms each of the requisite size to make an axle such as they want; and secondly, let these blooms be delivered by the manufacturer at some rolling mill and rolled down to the size wanted. If a spring is requested, rolls can be turned so as to give the bar that shape.

By pursuing this course, all danger from bad iron, bad welding, short piles, and injurious hammering will be avoided. The axle all through will be in fact and to all practical intents and purposes a hammered axle. The hammering will be given at the right end of the process. Besides, the axle will be equally tough whichever way it be strained. There will not be, to use a common phrase, any "crossway of the pile."

One axle of this sort will be worth more for service and reliability than a dozen of the ordinary kind.

The wheels should be fastened on without any shoulder and thus avoid the strain to which they are subjected by the present plan.

In presenting these views, the writer feels that he has nothing to gain except, perhaps, increased safety to himself, family, and friends in traveling. Samuel Church.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILWAYS---CUT-OFF.

The Directors of the above named Companies have resolved to place under contract for immediate construction, a straight line from Toledo, O., to Goshen, Elkhart county, Ia.; there to intersect the Northern Indiana Road. They also purpose extending their road directly west from Laporte, Ia., to Joliet, Ill., thus forming an almost air line from Toledo to Joliet.

The construction of this proposed cut-off would tend to divert a large amount of travel from Chicago; the plan consequently meets with some objections from that source, on that score. But as it would shorten the distance between Joliet and Laporte, as now traveled, some 40 miles, and make a through line of the road from West to East, the presumption is that it will be built.

They also contemplate building a branch of the Michigan Southern Road to Jackson.

In order to provide means for the construction of these works, and for the other purposes of the Company, it was determined to make an issue of new stock, to the amount of $1,400,000, to be called Construction Stock, equal to fifty per cent. in amount, upon the aggregate of the existing capital stock of the two Companies, and to apportion the same at par and pro rata among the stockholders of these Companies, being such at the time of the payment of the dividend in July inst.

A New Railroad in Pennsylvania.—Surveys are now making for the line of railroad from Lock Haven to Tyrone City, uniting the Sunbury and Erie Railroad with the Central Railroad leading from Philadelphia to Pittsburgh. It is said to be an easy grade along the base of Muncy ridge, on the south side of Bald Eagle Valley, and a straight line the entire distance, about 53 miles.

Cincinnati, Wilmington and Zanesville Railroad.—On the first of August this road will be opened 16 miles, from Morrow, on the Little Miami Road, and cars, now in readiness, will be run that distance. The track-laying commenced on the west side of the river at Circleville on Monday, 11th inst., and is progressing rapidly.

A RAILROAD TO THE PACIFIC---THE ROUTES.

The subject of the Pacific Railroad has become one of national interest, and is awakening inquiry throughout the land. The Wheeling *Gazette* has been favored with a copy of a memorial in relation to this road, as recently submitted to the Legislature of California by a committee appointed at a public meeting in San Francisco. The *Gazette* says it is a well written paper, and details many interesting facts. "Connect," say the memorialists, "the harbor of San Francisco with the Mississippi Valley, and you at once unite the new State on the Pacific with all the avenues of trade which spread as a network over the old States."

A comparison of routes is thus made:

The Panama route, distance estimated at 6000 miles, 30 days, by steam.

Nicaragua route, distance estimated at 5000 miles, 30 days.

Tehuantepec route, estimated at 5000 miles, 30 days.

Railroad, distance estimated at 3000 miles, 4 days.

Showing a saving in distance over the present route of 3000 miles, and a saving in time of twenty-six days.

By this means we shall, as it were, carry the whole State of California over the Rocky Mountains, and place it within four days of New York and Washington. And at the same time this is being done, the distance between New York and Liverpool, now reduced to ten or twelve days, will be still further decreased, so that San Francisco and Liverpool will be brought into closer proximity than New York and Liverpool were fifteen years ago.

That, however, is not all. At the same time that steam is producing these remarkable changes in the Atlantic, it will by no means be idle on the Pacific. Already has a line of steamers, started by the enterprise and capital of San Francisco, made a first trip to the Sandwich Islands, two thousand miles west of us, and so far "breaking the road" to China, and showing that however active enterprise may be on the other side of our continent, she will not sleep here, where energy dwells.

China, lying six thousand miles west of us, with an ocean between so eminently fitted for steamers, will be, when this route is occupied by steamers of the same class as are now in the Liverpool trade, within twenty days of us. Then, too, it will be seen by a comparison of the various routes with our railway, that even the citizens of "the fast anchored Isle" will find a safer and an easier route for their merchants and travelers to their East India possessions, than any they have yet possessed, or are likely to obtain.—The time is at hand when the sons of Liberty, so long ground down by the iron of despotism, will wake up upon the continent of Europe for a death struggle with tyranny; when England and America, hand clasped in hand, and shoulder to shoulder, will give tone to a *right public opinion*, fanned into life by the eloquence of a Kossuth, and kept in sturdy existence by the wants and wishes of the whole human race; and in this struggle the crowned heads of Europe, led on by the Russian and the Austrian, aided by the imaginary republican monarch of France, will close for years, to English travelers, the overland route to India, whether it be by Marseilles, or Trieste, or the Isthmus of Suez. Then will England find that her superiority on the ocean, backed by the friendship of sons, by no means degenerate, on this continent, will open to her a shorter, a cheaper, and a better way to her Eastern dominions than she has ever possessed.

	Miles.		Days.
The distance from London to Calcutta, by the Cape of Good Hope is	15,000	and requires	150
With steam, say			70
From London to Calcutta, by Cape Horn	21,500	" "	215
With steam, say			90
From Liverpool to Calcutta, by Isthmus of Panama	14,000	" "	140
Steam, say			60
London to Calcutta, overland route, five transhipments	6,000	" "	58
Liverpool, New York, and Railway to San Francisco, two transhipments	12,000	" "	35

A difference of 23 days over her shortest route!

Having on our route three thousand miles of uninterrupted railway, two thirds of which may be laid out straight as an arrow, where we have the whole domain for choice of track, without the interference of a single land holder to influence it *toward* his mill, or *away* from his house, we shall be able, after some improvement of machinery and motive power, to attain a speed that no other road now known can hope to attain to; and thus we shall maintain a pre-eminence which an early execution of this work will undoubtedly secure to us for ages.

Such a road is, indeed, one of the great necessities of the time, and we are glad to see that our brethren of California take a proper interest in this truly important enterprise.—The matter will come up for discussion and final action during the next session of Congress, when it is to be hoped the great undertaking will be authorized, on a plan and in a spirit worthy the Republic and the age.

LOUISVILLE AND FRANKFORT R. R. Co.—At an election held on Monday, July 4th, by the stockholders of this road, the following directors were elected, viz.: Bland Ballard, W. F. Gamble, J. F. Speed, W. Watkins, J. F. Bullitt, B. P. Scally, G. W. Meriwether, Sam. Cassaday, J. S. Lithgow, and A. L. Shotwell.

Mr. Shotwell was the President of the last Board; we have not yet learned by whom he is likely to be succeeded.

☞ The Weldon and Gaston (N. C.) Railroad was, on Friday last, transferred to the Raleigh and Gaston Railroad Company, under whose management it will be for the future. This road was built and controlled, up to this transfer, by the Seaboard and Roanoke Railroad Company.

☞ the Sunbury and Erie Railroad is to be graded for a six feet track.

CHICAGO AND MISSISSIPPI RAILROAD.

CONTINUATION NORTHWARDLY OF THE SPRINGFIELD AND ALTON ROAD.

From the Springfield *Journal* we take the following, and as we find it contains so much interesting news relative to this road, we give it entire:

That portion of this important line of communication which extends from this city to Bloomington, is rapidly advancing to completion. We take pleasure in submitting to our readers some items of information in regard to its construction, which have been furnished by the Chief Engineer, O. H. Lee, Esq.

The surveys were commenced June 1st, of last year, and two lines critically examined and estimated. The present line was adopted July 15th, and on the 14th of August the whole division was placed under contract.—The requisite preparations for starting the work consumed several weeks, and it was late in September before the grading generally was commenced.

The bridging and grading of this division of the road are now accomplished, except the finishing of eight or ten sections, which will be completed without retarding the track laying.

Mr. W. W. Carson, the contractor for laying the track, is progressing rapidly with his work. His entire force will consist of nearly one hundred persons, who live in cars fitted for the purpose of boarding the men, which are pushed along as the rails are laid; thus securing the important advantage of always having his own men near their work. This locomotive boarding house, or village, comprises fifteen large covered cars, with all the necessary conveniences for cooking, eating, and drinking.

A large supply of materials is on hand, and every effort will be made to effect an early opening of the road to Bloomington.

Although the work generally is of a favorable character for railroad construction, yet in the vicinity of Springfield, and at the crossing of some of the principal streams, heavy grading and bridging is necessary.

The Sangamon river bridge consists of three spans of one hundred feet each, resting on cut stone piers nearly thirty feet high.—The foundations were prepared by driving bearing piles substantially into the bed of the stream—these were cut off at the lowest water level, and capped with heavy timber.—The interstices between the piles were filled, and the outside surrounded with an ample rip rap of broken stone, to resist the abrasion of the current. The masonry was then constructed thereon, laid in cement.

At the south end of the main bridge is constructed a heavy trestle bridge of 450 feet in length, resting on piles, and at the north end is 800 feet in length of similar bridging, furnishing a clear water way of 1550 feet.

About 450,000 feet of timber were used in this bridge, and nine tons of iron. The bridge was framed and erected by William H. Chase.

Fancy creek and Sugar creek are crossed by heavy timber bridges, each 600 feet long and more than 40 feet high, resting on pile foundations, and securely braced and bolted.

At Salt creek and Kickapoo valley, a system of pile bridging was adopted, consisting of rows of heavy oak piles driven eight feet apart, and sawed off at the proper elevation to receive the caps and stringers which are

securely framed on. The beds of these streams are spanned by three stretches of 40 feet each, of heavy truss bridging, composed of white oak, framed and bolted in the most substantial manner.

In consequence of the impossibility of procuring stone, the culverts are generally made of rows of oak piles, driven eight feet apart, and meeting the embankment on each side.

The total number of piles driven, exclusive of those of the Sangamon valley, is 3,483, averaging 18 feet long. This department of the work has been under the superintendence of B. M'Intyre, an experienced railroad contractor from Eastern roads.

At Bloomington, extensive building contracts are made, commensurate with the importance of that locality. The buildings erected, and to be erected there, will be sufficient for the accommodation of the extensive business anticipated at that point.

In regard to the division from Bloomington to Joliet, the work was put under contract in March, and every portion of it is now in a satisfactory state of progress. It is designed to commence the track laying of that portion of the road in August.

The work of the road has been prosecuted with an energy and skill which have done great credit to all parties concerned.

Cleveland, Medina and Tuscarawas R. R. — The following is the proposed route of the Cleveland, Medina and Tuscarawas Railroad, 41 miles of which are under contract, and will be finished this fall, and 25 miles more, to New Philadelphia, are now ready for contract:

The route proposed by this Company commences at Rawsonville, a point on the Cleveland, Columbus and Cincinnati Railroad, 25 miles distant from Cleveland, thence extends to Medina, thirteen miles: thence through Seville to Dalton, through Dover to New Philadelphia, about 25 miles; and from thence to a point on the Ohio river, opposite Wheeling. The whole line of rilroad by this route will be about one hundred and thirty miles. From New Philadelphia to the Ohio river, two routes are proposed—one through Cadiz, and down the Indian Short Creek Valley to Warrentown, and the other by the way of Big Stillwater and Indian Wheeling Creek Valley to Bridgeport. Both routes are favorable for the construction of a railroad. The portion of the line now surveyed and located extends from Rawsonville to Dalton.

It is supposed that the cost of this road from Wheeling to Urichsville will be $900,000. A Mr. Gill offers to take $100,000 stock, if the city of Wheeling will take $200,000. The Cleveland, Columbus and Cincinnati Road and Toledo, Norwalk and Cleveland Road each have engaged to lend their credit to the Road to the amount of $100,000. It is now under contract from Grafton to Dalton.

Covington and Lexington Road. — We see that this road has been completed nineteen miles, over which distance it is proposed to commence running cars on the first of the ensuing month.

RAILROAD EARNINGS.

LOUISVILLE AND FRANKFORT RAILROAD.

Receipts for the month of June, 1853:

Passage	$10,819 80
Freight	7,277 91
Mail service	464 27
	$18,561 98
Receipts for June, 1852	13,418 72
Gain	$5,143 26

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.

The receipts of this road for June show a handsome increase over 1852:

For June, 1853	$91,366 58
For June, 1852	73,593 61
Increase	$17,772 97
Total receipts for six months ending June 30, 1853	$485,766 29
Total receipts for six months ending June 30, 1852	295,535 95
Increase	$190,230 34
Total receipts for year ending June 30, 1852	$1,000,308 63

MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R.

The earnings for June show a very large gain over last year, and an excess of some $30,000 on the estimate. The figures are:

Passengers and mails	$94,688 55
Freight and miscellaneous	53,979 87
Total	$148,668 42
June, 1852—	
Passengers and mails	$49,609 17
Freight, &c.	27,185 17
	$76,794 34
Increase over 95 per cent.	$71,874 08

BUFFALO AND STATE LINE RAILROAD.

Statement of the earnings of the road for the month of June, 1853:

Passengers	$23,807 52
Freight	5,176 08
Other sources	1,259 93
Total	$30,243 83

Taking into consideration the length of the road—69 miles—and the competition experienced by this route, this may be considered as doing a pretty fair business.

HARLEM RAILROAD.

The receipts for June show an increase of over 20 per cent. on last year. The figures for the year thus far are as follows:

	1852.	1853.
January	$45,601	$73,792
February	46,286	68,533
March	64,254	48,053
April	61,046	73,156
May	68,846	84,953
	$286,033	$313,507
June	66,699	80,951
Total	$352,732	$529,458
Increase		$76,726

PENNSYLVANIA CENTRAL RAILROAD.

The receipts of this road for the month of June, and the total since the 1st of January, as compared with the corresponding period last year, are as annexed:

Receipts for the month ending June 30, 1853	$156,978 59
Same month last year	122,152 83
Increase	$34,825 76
Receipts from January 1, 1853, to June, 30, 1853	$1,451,131 63
Same period last year	980,143 03
Increase	$470,988 60

MILWAUKIE AND MISSISSIPPI RAILROAD.

The receipts for the month of June, were as follows:

Passengers	$8,304 03
Freight	10,259 14
Total	$18,563 17

An average of $713.96 per day.

The total receipts for the month previous were $13,998.20.

The receipts for June, 1852, were $5,163.34, with 36 miles of road operated; now the length of the road is 70 miles, nearly twice the distance, while the receipts have more than trebled.

VIRGINIA CENTRAL RAILROAD.

The earnings of this road for May, compare thus:

May, 1853	$16,894 55
May, 1852	13,460 13
Gain this year	$3,434 42

LITTLE MIAMI RAILROAD.

The receipts of this road were:

For the week ending 11th July	$10,767 93
Same time, 1852	9,400 35
Increase, 14 per cent.	$1,367 58

MICHIGAN CENTRAL RAILROAD.

The following is a statement of the business for the year ending May 31, 1853, compared with that of the previous year:

	1853.	1852.
Passengers	$590,997 57	$580,437 62
Freight	487,183 35	418,938 97
Miscellaneous	61,356 79	75,917 56
Total	$1,149,537 71	$1,075,394 15
Expenses	566,721 98	470,920 99
Net receipts	582,815 73	604,363 48
Surplus last year	2,158 39	76,312 73
	$584,974 12	680,676 01
Interest	279,309 57	274,379 62
	$305,664 55	406,296 39
Dividends	320,000 00	454,138 00
Surplus in 1852		$2,158 39
Deficiency in 1853	$14,335 45	

The Company has divided more than its earnings and the surplus of the previous year together.

Iron Cars.—A correspondent of the Boston *Journal* says that an establishment has just been opened near Harlem, N. Y., for the manufacture of railroad cars wholly of iron. The builders are said to be men of capital and enterprise, and have already orders for all they can construct.

Ohio and Indiana Railroad.—The Fort Wayne *Sentinel* says that the work on this road is progressing very favorably, and that notwithstanding the great delay caused by the wet weather in the spring, there is every reason to hope the whole will be completed and the cars running to Fort Wayne by the 1st January next. More than two thirds of the iron has arrived in Montreal, and is on its way to Lake Erie. The road will be completed to Bucyrus by the last of this month, when the the track-layers now employed there will be transferred to the crossing of the Mad River Railroad. Track-laying will be commenced at Fort Wayne on the 1st of next month, and at Delphos by the 1st of September. The grading is so far progressed that no obstruction is anticipated to the laying of the rails, and nothing but a very unexpected scarcity of hands can prevent the completion of the work by the close of the present year.

Railroad from Hickman to the Mobile and Ohio Road.—A letter to the St. Louis *Intelligencer* says, under date of June 30th: By order of the Board of Directors, I inform you that to-day a Company, with a sufficient amount of capital stock, was formed here for the purpose of constructing a road from Hickman, Ky., on the Mississippi river, to intersect the Mobile and Ohio Railroad, in Obion county, Tenn., at a point where the Northwestern Railroad, from Nashville, Tenn., to the Mississippi river, intersects said Mobile Road. The Directors are: S. Burrus, President; O. F. Young, Joseph Keith, E. B. Fuqua, Gen. Robt. Matson, A. D. Kingman, A. J. Thomas, J. Edmonston, G. W. Gibbs.

This Company designs, at no distant day, a connection with St. Louis, via the Iron Mountain.

Louisville and Memphis Railroad.—Meetings are being held along the line of this road, and steps are being taken to locate it, and secure the means of construction. On the 25th of June, a meeting was held at Union, Logan Co., Ky., and on the 27th at Russellville, in same county. Much interest was manifested, and the county court fixed upon the 23d of August next, to take a vote upon a county subscription of $300,000 in stock of this road, provided Russellville was made a point upon the road. Committees were appointed to forward the interests of the road.

The line is now being surveyed between Bowling Green and Memphis, via Clarksville, Tennessee.

Railroad in Egypt.—A railway has been opened from Alexandria to Cairo. We believe this is the first railroad in Africa. A locomotive went over the road on the 21st of June. "Passengers for the Pyramids!"

Columbus and Hocking Valley R. R. From the Columbus *Journal*, we learn that this road has been organized and books opened for subscription. The *Journal* says:

"We regard it as of more importance to the business increase, and growth of the Capital City, than any other route now in contemplation from this point. We want the timber, stone, salt, coal, and iron of the Hocking Valley, and the completion of this road will give us all we desire in that respect. It is proposed to commence at Columbus, and passing through Franklin, Fairfield, Hocking, Athens, and Washington counties, on the most eligible route, unite with the Baltimore and Ohio Road, through the Northwestern Road, at such point as may be found the most eligible. The capital stock is fixed at *two* millions of dollars, and the distance, if an independent line is extended to the Ohio, will be about one hundred miles. In addition to its great advantage as a means of supplying the important items above enumerated, this road will open a direct and easy route to Baltimore for central Ohio and the great Northwest."

Harrodsburg and Bowling Green R. R. The *Ploughboy* of the 2d inst. says:

"We understand that the engineers have completed the survey from Harrodsburg to Pitman's creek, in Taylor county, including the most difficult part of Muldrow's Hill, for the contemplated Lexington, Harrodsburg and Bowling Green Railroad, and that the route is found fully as favorable as was anticipated. The maximum grades will not exceed fifty feet per mile, and the curves, with two or three exceptions, will be considerably over half a mile radius; while the expense will hardly reach the average expense per mile of the roads already made, and those now being constructed in Kentucky.

The Commissioners have fixed on the 22d of July for a meeting of the stockholders at Lebanon, with a view to select a Board of Directors to manage the affairs of the Company for the ensuing year."

Mississippi Central Railroad.—From a communication by Walter Goodman, Esq., President of this road, in the Holly Springs *Times*, we learn that the contract for the construction of this road entire has been closed with Messrs. Healy, Holman, Sims & Co., to be completed by January 1st, 1857. Distance, 184 miles; cost of construction about $3,000,000.

The contractors are said to be men of means and experience, and there is but little doubt that the road will be completed within the time specified.

Panama Railroad.—The contractors commenced work upon the Panama end of the railroad on the 20th of June. The foundation for the new bridge at Barbacoas was completed and the bridge would be laid as soon as it was received from New York.—This was expected to be done and the road finished to Matuchin, seven miles further, within three months. This will make 30½ of the whole 49 miles of the road.

Pittsburgh and Connellsville R. R.—The Pittsburgh *Gazette* states that at a meeting of the Board of Directors of this Company, held in that city, Oliver W. Barnes, Esq., was elected Chief Engineer of the road. The *Gazette* adds:

Mr. Barnes has been a most efficient member of the able corps of engineers on the Pennsylvania Railroad since its organization, and has for some years held the highly responsible position of Resident Engineer on the western division. He brings to the important position to which he has been chosen, a ripe experience, excellent abilities, and most popular and agreeable manners. His selection gives great satisfaction in this community.

Mr. Barnes will organize an efficient corps of engineers without delay, who will take the field as soon as possible, and prepare the road for contractors at the earliest possible moment. Several parties will be sent into the field to hasten the work as greatly as possible.

East and West Railroads through Northern Illinois.—A correspondent of the Rock Island *Advertiser* says: If no great monetary revulsion shall occur within the next two years, we shall have the cars running to the Mississippi, through each of the four most northern counties on the river, on the Illinois side. Through Jo Daviess county there will be the Illinois Central to Galena; through Carroll county the Chicago, St. Charles and Mississippi Air-Line to Savannah; through Whiteside county the Air-Line of the Galena Company via Dixon to Fulton; through our own county the Chicago and Rock Island Road to Rock Island.

Virginia and Tennessee R. R.—Of the completion of this road the Abingdon *Virginian* says: Little hope, at this end of the line, has heretofore been entertained of the completion of the road to the Tennessee line by the 1st of January, 1855, but we are assured by Mr. McDaniel that every effort will be made to reach the Tennessee line by the time specified. The iron is all purchased—some two or three cargoes have already arrived, and the remainder will be up in time, so that no delay will in future occur. We are informed that the iron will be laid at the rate of 8 miles per month. The 140 miles, therefore, can be laid in less than 18 months.

☞The force at work on the end of the Columbus and Shelby (Ia.) Railroad next Columbus numbers about 200 laborers. The road will be ready for operation in November. This is a branch of the Madison and Indianapolis Road.

The Lake Shore (Wis.) Road.—The Directors of this Company have contracted with Messrs. Bishop and the Illinois Company, to complete this road by July 1st, 1854.

☞The Cleveland *Herald* says that Mr. A. Stone, Jr., since the opening of the Cleveland, Columbus and Cincinnati Railroad, its Superintendent, will in a few days retire from that position, the duties of which will then devolve upon Mr. L. Tilton, recently Superintendent of the Boston and Fitchburgh Road, and said to be a gentleman in every respect competent to the prompt and efficient discharge of the duties he assumes. Mr. Stone was one of the three contractors who built the road, and, from its commencement to its close, his connection with it has been most honorable to himself and profitable to the Company. He tendered his resignation as Superintendent in December last, but at the earnest solicitation of those interested, retained the office until the present time. Mr. Stone will remain a resident of Cleveland, and none the less a valuable citizen because he is relieved from the labor necessarily imposed upon the Superintendent of such a railroad as the Cleveland, Columbus and Cincinnati.

Rio Grande Railroad.—A Texas Company at Brownsville is about opening books for subscription to a railroad from Point Isabel to Brownsville. The right of way granted this company extends to the line of New Mexico, which is probably the best and most easy of access to El Paso from our seaboard. It is the intention of the company, upon the completion of this section, to offer a second one, terminating at the Salt Lake, in Hidalgo county, seventy miles distant. If sale can be obtained for salt, 500 cargoes annually might be exported. It is superior in quality to the best Turks Island, and when ground, fully as white as Liverpool. Blown could also be manufactured at a trifling expense.—The price at the lake, in large quantities, would not exceed five cents per bushel for the salt in its natural state. This would not be the only article for transportation, as there are immense quantities of ebony along the line of the road, as well as adjacent thereto. The lands are of the best quality, and when brought into cultivation will be one of the best sugar and cotton growing districts within the limits of the State, and the climate is one of the most healthy and delightful on the continent.—*St. Louis Intelligencer.*

Aurora and Indianapolis Railroad.—A Company under the above name has been organized by the election of Henry Walker, President; John Cobb, Treasurer; and S. P. Tumy, Secretary. A preliminary survey has been made, and estimates formed of the cost of the work, though we have no further particulars.

Memphis and Charleston Railroad.—The completion of this road to La Grange, Tenn., was celebrated in grand style on the 2d inst.; over 1500 persons went out on the cars from Memphis. Since the completion of the road from Tuscumbia to Decatur, the *North Alabamian* says that the travel on the route has greatly increased.

Virginia Central Railroad.—Under the auspices of Mr. Ellett, the work on this railroad is rapidly progressing. The contractors on many portions have been required to double their forces. The rails are now being laid from Waynesboro' westward, and will reach Staunton in the month of August. An engine will be brought to this side of the mountain, and will greatly facilitate the transportation and laying of the rails. The grading west of Staunton is nearly completed for many of the sections. The work of building the depot house is about to be commenced. On the other side of the mountain the cars will soon be running from Mechum's river to the little tunnel, and Farish & Co. have a contract with the Railroad Company to carry the passengers without delay by their stages across the mountain to the railroad at Waynesboro'. A heavy travel is anticipated and provided for during the summer.—*Staunton Spectator.*

☞A bill has passed the Senate of Wisconsin, to restrict the city of Milwaukie from loaning its credit for railroads, to an amount exceeding $1,000,000.

☞Mobile has definitely determined to subscribe $1,000,000 to the Mobile and Girard Railroad. The prospects of the road are very good, and its construction is now insured.

Communications.

For the Railroad Record.

Editor Railroad Record:

Sir:—I see in one of your numbers a long and just article upon the various accidents that are daily occurring upon railroads. You say there are as good engineers in the United States as in England; and you add that there are fewer accidents there. This is so, and I will endeavor to explain it.

The roads are better made in England, and the soil is generally stiffer and the road bed is prepared with great care; while here every thing is pushed ahead. And the great secret of the accidents is the vast number of curves upon American railroads. In England the curvature is seldom less than 2000 feet radius. This is the primary cause of accidents; and while Legislatures and Boards of Directors sanction curves of less than 2000 feet radius, no passenger can consider it safe to travel over any road with a less radius of curve. It is surprising that in this age men will still be found to follow the old way of going round, while a little tunneling would save iron, and render their road safe, and prevent competition. I would be glad to know the number of accidents that have occurred on curves, in comparison to straight lines. This would be valuable information to the public, and if you would do something in this matter, it would, I believe, render your *Record* of infinite value to railroad men. Respectfully.

Publicola.

For the Railroad Record.

RAILROAD LETTINGS.

The Marietta and Cincinnati Railroad Company, at their meeting on Saturday, 16th inst., placed under contract the three divisions of their road for which proposals were received up to the 15th inst., at the Engineers' offices at Cincinnati, Wheeling, and Marietta.

The competition was very great and the bidding close. All the work let was at prices below the estimates of the Engineer. As an example of the closeness of the bidding, we are informed that on one of the divisions of nineteen miles, there was not a difference of $50 between three of the bids. On the 7th division there were six bids not varying 5 per cent. in their aggregates.

The successful bidders are Messrs. DeGraff, Brintnall, Bradley & Co., for the western division of nineteen sections between Milford and Blanchester. The work to be completed in one year.

To Messrs. Bradley, Whittemore & Co., of Vermont, was awarded the eighth division of thirty-two sections, being the work nearest the city of Wheeling. This division to be completed the first of September, 1854.

The seventh division of forty sections, being the residue of the road between Wheeling and Marietta, was awarded to Messrs. DeGraff, Brintnall, Bradley & Co., to be completed the first of September, 1854.

By these and former lettings, the entire line of the road from Wheeling to Milford, (near Cincinnati,) has been placed under contract, and in about a year the completion of the road is expected.

The energy, experience and high character of the respective firms to whom the recent contracts have been awarded, is a sure guaranty of the early and satisfactory accomplishment of their undertaking.

Tuscaloosa, Ala.—This place seems to be waking up to the necessity of a railroad connection with its neighbors. A meeting has been held, and resolutions adopted: That a railroad company be organized to pass through Tuscaloosa and Northfield; and that a committee of twenty be appointed to solicit subscriptions for said road to the amount of at least $100,000.

The chief movers in this matter are men of means, and will doubtless persevere until Tuscaloosa shall have facilities equal to her sister cities.

☞The Cleveland, Columbus and Cincinnati Railroad Company have contracted for 8,000 tons of the Winslow Patent Compound Rails—70 lbs. to the yard—for their double track between Cleveland and Galion. The rails are to be manufactured at Newcastle, Penn. This rail is being adopted extensively at the present time by many first class roads.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	95	98
Do do	" "	6	1880	95½	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	99	100
Do Mississippi	1st " "	7	1862	95	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	106	106½
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	94	97
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	113	115
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	103	106
Do Southern	1st " " "	7	1860	105¼	106
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
New Albany and Salem	" on 1st section	10	1858–62	108	110
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	118	119
Do do	2d " convertible	7	1859	108	110
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	98¼	100
Do do	" " 1862	7	1862	98½	100
Northern Indiana	1st mortgage, not convertible	7	1860	105	107
Do do	2d "		....	93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865–6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	127
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	103	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	110
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Steubenville and Indiana	1st " "	7	1865	93	94½
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	71	73
Bellefontaine and Indiana	50	107	110
Chicago and Rock Island		97	100
Cincinnati Hamilton and Dayton	100	114½	115
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	135	137
Cleveland, Painesville and Ashtabula	100	140	145
Cleveland and Pittsburgh	50	98½	100
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	116	118
Covington and Lexington	50	74	75
Dayton and Michigan	50	57	65
Dayton and Western	50	80	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100	135	137
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	102	105
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	76	80
Little Miami	$50	119¾	121
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		100
Macon, Georgia		107	109
Mad River and Lake Erie	50	95	100
Madison and Indianapolis		97½	100
Marietta and Cincinnati	50	74	90
Maysville and Lexington		60	75
Michigan Central		117	120
Michigan Southern		144	147
New Albany and Salem	50	65	70
New York and Erie	100	77⅝	81
Northern Indiana		144	147
Ohio Central	50	95	100
Ohio and Mississippi	50	97	100
Ohio and Pennsylvania		90	100
Panama		116	120
Pennsylvania	50	99½	100½
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		107½	108½
Toledo, Norwalk and Cleveland		146	153

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	109¼	110
Do	6	1862	116¾	117
Do	6	1867	122½	123
Do	6	1868	122⅝	123
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	91	92
Do Interest do		....	61½	62
Indiana	5	....	99¼	99½
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¾
Do 15 years	6	....	108	109
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107¾	108
Do	6	1870	115½	117
Do	6	1875	115	117
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109
City Securities.				
Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	107½	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			107	108
Lafayette, Cincinnati, (closing)				
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			115¾	116
Northern, and Branches			117¾	118
Southern, and Branches			103	106
Bank of Louisville			116¼	118
Kentucky Trust Co			101	102
Farmers' Bank of Kentucky			105	107
Newport Safety Fund Bank			100	102
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
MISSOURI.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			98	100
Planters'			97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼prem . ¼ to	½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 60	@	16 80
Patriot Doubloons	15 80	@	16 00
Sovereigns, light	4 85	@	4 88
Sovereigns, heavy	4 87	@	4 90
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 05	@	1 05
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$184	$190
80 acre warrants	92	95
40 acre warrants	46	47½

MONETARY.

At the East, we have but little change to note in the Money Market. The rates continue at from 5 to 7 ℔ cent. for short paper. Long paper is avoided, in view of the present unsettled state of foreign affairs. Should there be a war in Europe, the channel for capital would be changed. Capitalists, therefore, prefer to keep control of their means. The Banks are discounting freely for their customers; and money is plenty, with no pressing calls.

While, under the uncertainty of European advices, money remains comparatively inactive, the Grain Market is very animated, though somewhat checked by the rapid advance in freight, consequent upon the "war news;" for should there be war in Europe, the carrying trade will be confined to American shipping entirely, and the supply would not equal the demand. The current opinion is that there will be no war—at present, at least—though the advances made by Russia upon the Turkish territory will need some explanation.

Foreign Exchange has fluctuated from 109 to 109⅞, and at last reports the latter quotation was being paid for favorite names only.

The best class of Railroad Securities were in demand. Fancy Stocks are much depressed, with little appearance of an immediate rise. Erie has fluctuated some, and is somewhat heavy under the recent changes in the administration of the Company; but is now held at 77⅛. A decline is also noted in Cleveland and Pittsburgh shares, attributable, we suppose, to the construction of the Cleveland and Mahoning Road, furnishing a more direct line between the same two points.

The stock of the Crystal Palace sold on the 13th at 145, and on the 19th at 125@126—quite a falling off.

At the West, the Money Market continues easy.—Street rates for good paper 8 to 10 ℔ cent. The Banks supply their customers readily.

Exchange we quote a shade lower, viz.: ¼@½—the former buying, and the latter selling rates with our Banks.

In Stocks we have no transactions to note. Our quotations, as far as altered, are taken from Eastern sales. Messrs. Hewson & Holmes have closed their Stock Sales until August.

Business is slack, though as good as can be expected at this season. Our reports of "Railroad Earnings" show a prosperous state of affairs among the various lines.

We quote DIVIDENDS as follows:

RAILROADS.

Indianapolis and Bellefontaine, in stock	semi-an	3	℔ cent.
Terre Haute and Richmond	"	3½	"
Cincinnati, Columbus & Clevel'd	"	5	"
Camden and Amboy, N. J.	"	6	"
Petersburg, Va.	"	3½	"
Harlem, N. Y.	"	2	"
Philadelphia and Trenton, N. J.	"	4	"

The amount of the new silver coinage accumulated at the New Orleans Branch Mint, on the 30th of June, was as follows:

80,000 half dollars	$40,000
464,000 quarter dollars	116,000
180,000 dimes	18,000

LETTING OF CONTRACTS ON THE SOUTHERN WIS. R. R.—The Board of Directors of the Southern Wisconsin Company re-assembled in this city on the 6th, to decide upon the bids for the construction of their road. The award was made to Strong, Page & Co., the contractors on the Valley Road, who contract to build and equip the road for $20,000 per mile, and complete the entire line by the first of January, 1856. To Monroe, a distance of 34 miles from here, the road is to be finished by the first of September, 1854.—The work will be commenced simultaneously at Janesville and Dubuque, and the contractors say they will be ready with a full complement of hands to begin within thirty days.—Messrs. Strong, Page & Co., receive in payment one quarter in stock—and three eighths in the bonds of the company—leaving only three eighths to be raised by the company in cash.—*Janesville Gazette.*

NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD.—From our exchanges we learn that the Directors of this road have contracted with Messrs. Hacker & Riker, of Charleston, S. C., to supply all the cast iron work, cars, both passenger and freight, that may be required upon the road. In consequence of this contract, Messrs. Hacker & Riker will erect a branch of their establishment at Algiers, opposite New Orleans, to be near at hand.

The iron has already been laid some 15 miles upon this road, and it is expected that ere long the laying of the rails will be prosecuted at the rate of seven miles per month. The road is very favorable for construction, the grade in some 200 miles not reaching five feet.

LOGANSPORT AND CRAWFORDSVILLE R. R. We learn that on the 24th of June, this road, being fully organized, was let from Camden, via Jefferson and Clarksville, to Crawfordsville. Bradshaw & Co. are the contractors, who obligate themselves to complete and furnish the road in twenty months.

A meeting was held at North Salem on the 28th ult., to take measures for the construction of a road from Franklin to Crawfordsville, to unite with the above, via North Salem. Committees were appointed to inquire as to the aid to be obtained for such an undertaking, and other information; and after several spirited speeches, the meeting adjourned.

DEATH OF H. C. SEYMOUR.

We are pained to hear of the death of this gentleman, who, for some two years past, has been intimately connected with the Ohio and Mississippi Railroad Company, as the senior partner in the firm who have undertaken the construction of this important work.

Mr. Seymour died on Sunday night, at Piermont, New York, in the forty-second year of his age, of billious dysentery. He was a man of uncommon abilities. With remarkably fine and clear intellect he combined great practical skill and experience. Of fine personal appearance and polished address, he possessed the peculiar faculty of promptly winning the confidence and regard of those with whom he came in contact, and of ever after retaining their good opinion.

Though in the meridian of manhood, his life was one of great activity and usefulness. Educated as a civil engineer, he became, at an early age, prominently connected with the Erie Railroad, and in the early difficulties which beset that gigantic enterprise, he contributed much, by his influence and practical judgment, to push forward that great work.—Subsequently, he was elected Chief Engineer of the State of New York, a position of great prominence and responsibility. He conducted the affairs of this office with signal skill and judgment.

For two years past, he has, as before remarked, been connected with the Ohio and Mississippi Railroad Company, as its chief contractor, and made this city, for most of that period, his home. He, therefore, became intimately known to many of our most influential citizens, who entertained for him a sincere regard, and now deeply lament his untimely end.

He has left a wife and several children, thus severing the tender ties of husband and parent. Such is the decree of Providence, and none may murmur at its mercy and justice. Let the afflicted therefore look for consolation to Him who has promised to be a father to the fatherless, and husband to the widow, and who doeth all things for the best. *Cincinnati Commercial.*

ILLINOIS CENTRAL RAILROAD — CAIRO.—Five thousand tons railroad iron have been received at Cairo for this railroad. The work is now in such a state of forwardness that the engineer expressed the opinion that by the first of the present month the laborers will have commenced laying the iron.

A locomotive shipped from New York for this road was precipitated into the river a few weeks since, while being taken on board a steamer to bring to Cairo. Damage to the engine, $2,500.

BRIDGING SANDUSKY BAY.—The contractors, Messrs. Pratt and Marcy, commenced on the 14th of June, the erection of the bridge for the Lake Shore Railroad, across the Sandusky Bay, from Mucash point in Erie county to Mixer's point in Ottawa. The bridge will be one and one fourth miles in length, with two ninety feet draws. It will be one of the most extensive works of the kind in the West, and is to be built in the most durable and substantial form.

Miscellaneous.

GUTTA PERCHA.

The New York *Times* thus describes the capabilities and uses of this valuable gum.—After referring to the great extension of the India rubber trade, it says:

"While the India rubber trade was thus dawning and perfecting, the great original forests of Malacca and Borneo, which had so long shaded the Peninsula and island, held in their rich trunks a new material, unknown to the world, but which was destined to become of incalculable value. The trees were of a different order from the India rubber, and their product distinct and dissimilar. Dr. Montgomery, an assistant surgeon at Singapore, discovered in the hands of a native the handle of a wood chopper, of such singular material that it awakened his attention, and on inquiry he found it to have been made of the gum of this strange tree—becoming plastic when dipped in hot water, and when cold regaining its original stiffness. This was only ten years ago, but in this short period the exudations of these dense forests have assumed, more especially in England, innumerable forms. This gum has qualities entirely differing from the sap of the India rubber. It can not be worn out. It can be melted and remelted, and repeatedly remoulded, without changing its properties or losing its virtue. It is lighter than rubber, possesses certain repellant qualities unknown to that material, is non-elastic, much harder, and of finer grain, and of superior density and toughness. Cold water does not affect it; it is a non-conductor of heat and electricity, disregards alkalies and acids, laughs at frost, and displays certain important acoustic qualities. But there were great difficulties in the way of its application to many of the uses of which the rubber was capable. Its stiffness and non-elasticity, and its disposition to melt under a high degree of heat, prevented the accomplishment of any thing else than the mere conversion of the raw material into different shapes; having great hardness and no pliability. Eminent chemists, through several years, toiled in vain for the secret they believed to exist, which should endow the percha with the elastic qualities of vulcanized rubber, without depriving it of its other superior properties. But it remained for the Messrs. Riders, of our own city, to unlock the hidden secret, and to discover the art of superadding pliability, in different degrees, to the strange capabilities this wonderful gum already possessed. The range of its uses is thus indefinitely enlarged. It were easy to enumerate a thousand applications; and new ones are suggested every day.

"It carries the Croton through a tube of a thousand feet in length—from New York to Blackwell's Island—and does not mingle with the water any of the hurtful material which metalic pipes impart. Beneath the waves of the British channel it sheathes the uncorroded wire, and brings Paris and London within the limits of a watch tick. Its tubes remain buried in damp ground, without injury, for years. By attaching one end of a tube to a gas pipe, light may be conveyed by hand to every portion of a building. It has especial qualities for the transmission of sound. It conveys the voice to the ear of the deaf, enables it to speak to the engineer through the rear of a railway train, carries domestic messages to different parts of the house, opens the closed ears of a congregation to the words of the minister, and faithfully transmits the slightest whisper to the miner in the lowest depths.—For bleaching and chemical purposes its resistance to acids makes it particularly available. For pump barrels, syphons, and suction pipes, it is growing into extensive use. The recent discoveries of our townsmen now make it an absolute necessity for boots and shoes, clothing, car-springs, belting, carriage cloths, and a whole army of appliances. A thin coating, spread on the finest silk, forms a fabric light, beautiful, and glossy, dark or light, and perfectly water proof. While it may receive the elasticity of India rubber, it has the advantage of assuming the stiffness and density of bone. In opposition to every known law of physics, it *contracts* with heat. When spread on cloth, a given quantity covers a half more surface than the same amount of India rubber, and presents a natural polish which rubber can only receive by a coat of varnish."

Business at the New York Iron Foundries.—The New York *Journal of Commerce* gives some account of the state of the iron foundries of New York. From this it appears that they are now, and have for some time been, uncommonly and increasingly active. There are now in New York city twelve large iron works, besides numerous smaller ones, employing upward of 5,000 men. There are two giving constant employment to from 600 to 700 men, and one other that employs more than 1,000. The manufacture of engines for ocean steamers has greatly improved and increased within a few years. In one establishment, Quintard, Merritt & Co.'s, where most of the engines are manufactured, there are now twelve in different stages of progress, varying in size from 50.10 to 83.12 inch cylinder engines.—Several of these are the common beam engine with recent improvements; this being preferred to others, for its greater simplicity, and the economy with which it is run.

New Application of the Telegraph.—A citizen of Sacramento is at present busy in perfecting his arrangements for a new method for the conveyance of intelligence, by which, instead of the agency of electricity, the human voice can be made audible at any distance. With this peculiar apparatus, an inhabitant of San Francisco can distinctly hear his friend speak from Sacramento, from New York, across oceans, or wherever a line can be laid down. It has many advantages over the present system, among the first of which is the greater cheapness in cost; should the wire break, the very place can at once be detected and repaired, and when successfully applied will doubtless supersede every other kind of telegraphic communication. Immediately on receipt of letters from Washington, it will be laid open to the public, and its merits, when fairly tested, will become apparent.—*San Francisco Herald.*

MACHINE FOR TUNNELING THE ALPS.

From the London *Builder* we get the following description of this machine:

The excavating machine cuts the channels in the rock, by means of several series of chisels placed one beside the other, in straight lines; these lines of cutting tools are so arranged as to be capable of a slight lateral motion in the direction of the grooves after every stroke; the object of this is to bring the chisels to bear upon all the spaces lying between the several cutting tools situate in the same line, so as to produce not a succession of holes, but a continuous channel similar to a very wide saw-cut. This lateral shifting of the lines of chisels, which takes place alternately from right to left, and from left to right, is caused by a corresponding motion given to the frames in which they are fixed. Each chisel is driven against the rock by a spiral spring coiled round it, and which produces an effect similar to that caused by the muscles of a man in the act of throwing a javelin. This spring, driving the chisel forcibly against the rock, obliges it to act efficaciously, notwithstanding the slight inequalities at the bottom of the channel, arising from a want of uniformity in the resistance of the stone. When the machine is in operation, the several lines of chisels are all drawn back simultaneously, by means of a species of cam or movable bar, which acts against projections formed on the cutting instruments.

The apparatus is arranged so as to enable the chisels to strike one hundred and fifty blows in a minute. The machine, at the same time, sets in motion a pump, which forces a constant supply of water into a reservoir, the upper part of which is filled with compressed air. By this means the water is driven out in jets, through small pipes placed between the chisels, and is thus made to play upon the grooves, where it performs the double office of preventing the cutting instruments from getting heated, and removing the dust and chips of broken stone, which would otherwise accumulate in the grooves, and thereby prevent the effective working of the excavator.

Effects of Hydrophobia.—The Paris correspondent of the New York *Commercial Advertiser* states that the attention of men of science has been drawn to an extraordinary discovery, made in a department near Paris. A grave-digger, in throwing up some earth, came upon a body in a state of perfect preservation. On examination, it proved to be that of an individual buried thirty-seven years ago. He had died from the effects of the bite of a mad dog. The shroud and coffin had fallen to dust, but the body remained intact. This is the third exhumation made, within 20 years, of bodies of the victims of hydrophobia, under similar circumstances; and it would really seem that they are beyond the reach of decomposition. The registry of deaths was consulted, and no mention of the embalment of the body was found.

Oakland and Ottawa (Mich.) Railroad. Nearly the whole of the $800,000 required from Detroit and the counties along the line, have been subscribed.

CONSOLIDATION.—The Milwaukie and Fond du Lac, and the Milwaukie, Fond du Lac and Green Bay Railroad Companies have consolidated their interests, and elected a new set of officers for the united corporation. James H. Kneeland is the President. Some of the stockholders seem to be much dissatisfied with the arrangement.

RAILROAD ELECTION NOTICE.

NOTICE is hereby given that the annual meeting of the stockholders of the Marietta and Cincinnati Railroad Company will be held on the third Wednesday of August, prox., being the 17th day of the month, in Chillicothe; at which time Directors for the ensuing year shall be elected.—This notice is given in conformity with the 7th Rule and Regulation of the Company.

SENECA W. ELY, Secretary.

Chillicothe, July 21, 1853.—jy28-4w.

CARDS.

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July 7th†

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Cincinnati, 1853. jy21-1*.

HEMPFIELD RAILROAD.

NOTICE TO CONTRACTORS.

PROPOSALS will be received at Wheeling, from the 15th to the 22d day of August, for the grading of twenty additional sections, and all the heavy masonry on the line of the Hempfield Railroad.

The work now offered includes section No. 1, entering the city of Wheeling, with a small tunnel under the new grave yard, and a high bridge across Wheeling creek.

It includes also an important bridge across the Monongahela river, and another across the Youghiogheny.

Among the sections offered, four a 'between the Youghiogheny and Monongahela rivers, several in the valley of the little Sewickley creek, several on Mingo creek, and three on little Wheeling creek.

On one of the sections east of the Monongahela river is an important job of tressel work.

The work now offered is situated in a healthy district of country, and will present attractions to able contractors.

Plans and specifications will be found at the Engineer's Office in Wheeling, after the 15th day of August.

P. S.—The contractor for section No. 57, on which there is an important tunnel, having failed to fulfil the terms of the agreement, the work will be re-let at the same time to parties capable of giving adequate evidence of their ability to carry it through. By order of the Board.

R. T. CONRAD, President.

CHARLES ELLET, Jr., Chief Eng'r. jy21-5t.

FULTON CAR WORKS,

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GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

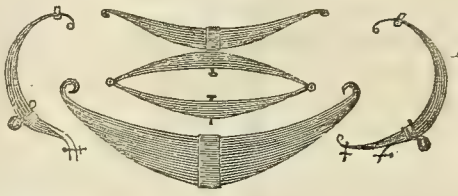
Having obtained the *exclusive right* to make the

WASHBURN WHEEL

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†May 19.

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NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

The above letting is postponed until August 20. Specifications will be ready ten days previous.

ROBERT MAC LEOD,
Chief Engineer.

M'Connelsville, June 4, 1853. je16w10

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BRIDGE, DEPOT, and other Railroad Timber of first quality, sawed and hewn of any required length and size, to order.

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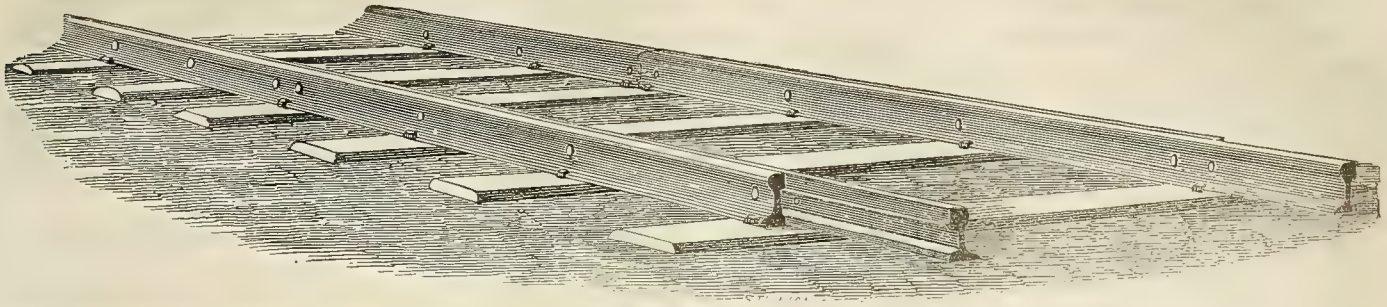
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Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

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Cincinnati, Hamilton & Dayton R. R.



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TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Four Daily Trains.

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Second Train—Lightning Express, at ....7½ " A. M.
Third Train—Accommodation, at.....2 " P. M.
Fourth Train—Evening Express, at.....5 " P. M.

The roads of this route are laid throughout with heavy T rail.

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Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago.
Through from Cincinnati to Chicago direct.

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Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago.
Through from Cincinnati to Chicago direct.

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First Train—Accommodation—leaves Cincinnati at 6.30 o'clock A. M., and Second Train—Lightning Express—leave Cincinnati at 7.30 o'clock A. M.
Through from Cincinnati to Indianapolis same day.

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First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—Evening Express—5 P. M., connects at Hamilton to Eaton and Richmond, connecting at Richmond with Western Railroad to Centerville.

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First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fourth Train—Evening Express—at 5 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Huntsville.

Third Train—Accommodation at 2 o'clock P. M., connects at Dayton for Huntsville.

Oxford and Connersville.

First Train—Accommodation Express at 6.30 o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fourth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

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An additional charge of 50c. via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake steamers	17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg	17 00
From Cincinnati to New York via Lake steamers and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake steamers	8 00
Do do Detroit	6 75
Do do Chicago via Detroit	11 50
Do do Toledo	6 75
Do do Chicago via Toledo	11 50
Do do Sandusky	5 00
Do do Clyde	—
Do do Terre Haute	5 50
Do do Lafayette	5 50
Do do Indianapolis	3 50
Do do Greenville	2 50
Do do Troy	2 50
Do do Dayton	1 50
Do do Richmond	1 60
Do do Eaton	1 25
Do do Hamilton	60
Do do Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., and at the ticket office, Cincinnati.

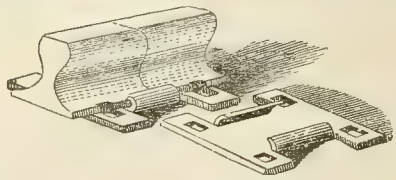
jy20 W. A. LATHAM, Ticket Agent.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glen Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



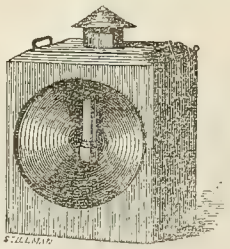
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,

†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,

†je2 No. 15 Pearl Street, Cincinnati.

Louisville & Nashville Railroad.



Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst., for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.

Louisville, Ky., July 1, 1853.—jy14-8w.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

E. P. PENNIMAN. WILLARD ELMER.

Notice to Railroad Contractors
AND CAR BUILDERS.



THE undersigned are now prepared to furnish all kinds of Railroad and Car Castings. Also, Dirt Car Rockers, superior kind; Railroad Bridges and Depot Building Castings made to order; we have an Oil Box, self-fastener, which requires no bolts nor wrench, and is so constructed that no water or dust can get inside—one person can oil twenty of them as quick as one of the old kind; it can be opened with a stone, or a bit of wood, by rapping it at the bottom. We have a superior kind of single and double plated Car Wheel, which we warrant superior to any. We also make Building Castings, such as columns, window caps and sills, door plates, &c., after the New York style, if required. Machinery Castings, in all their varieties at their new Foundry, on Fifth street, next west of Cincinnati, Hamilton and Dayton Railroad Depot, and Whitewater Canal.

ap14tf PENNIMAN & ELMER.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

TWO STEAM ENGINES
For Sale Cheap.

ONE with Cylinder 23½ inch Diameter, and six and one-half feet stroke, and the other seven inch Cylinder and two feet stroke.

MORRELL, SHOEMAKER & Co.,
mr10tf No. 64 Second street.

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broad.. ay
†mr10

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NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
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THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

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Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

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U. S. MAIL LINE OF STEAMERS,
Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West nd at all intermediate points.

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GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



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TO THE EASTERN CITIES,

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In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

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Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

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For tickets or information apply to
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22 Broadway, Cincinnati.

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Agents for the

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India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

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Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,-10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

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Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

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Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

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No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

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The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

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Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

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†mr3

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For 1853.

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Railroad Car Findings.

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Late Davenport, Bridges & Co., Fitchburg, Mass.
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MORRELL, SHOEMAKER & Co.,
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AND

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AGENTS.

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RAILROAD RECORD.

AND

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THE

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting, and time table;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the next issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

THE SEAPORTS OF THE OHIO VALLEY.

The seaports of the Ohio Valley—where are they? It is the most inland of countries—how can it have seaports? All our Atlantic cities recognize clearly that the interior States must have seaports, and hence the strife for the shortest and best line of railroads into the interior. Cincinnati, like Paris, must have its Havre—where is it to be? The first seaport of Cincinnati was New Orleans, which, at the distance of fifteen hundred miles, was the outlet of its great river. On this, voyages of six months were made by the ungainly arks, which slowly floated along, or the keelboats, poled by the arms of men.—Then came steam, and a package of goods was transported to New Orleans in ten days. This produced a great revolution in the cost of transportation. By the introduction of steam, freights to New Orleans were reduced to *one tenth.*

Then came the Ohio Canals and the Lake steamers, and the Pennsylvania Canals; and then New York and Philadelphia shared with New Orleans the outward trade of the Ohio. The result has been that New York and Philadelphia have increased in the rapid rate of their growth, while New Orleans has almost stood still.

But now there has come another revolution—a revolution which neutralizes the power of steamboats, as the sole means of outward transportation, and makes it doubtful where the great seaport of the interior will be.—The citizen of New Orleans is willing to believe that the Mississippi river has secured the commerce of its valley to her. The citizen of New York thinks it entirely impossible that anything should diminish the magnitude or splendor of her foreign commerce. But the world exhibits the ruins of cities far greater and more opulent than New Orleans or New York, which have been prostrated by changes of commerce far less significant than that now going on.

Railroads may, in one sense, cost more for transportation than either rivers or canals; but, in another view, they are much cheaper. They reduce both distance and time in so great a ratio, that they must eventually be the cheapest for *great distances.* For on long lines the reduction of several days in *time* is such a gain in the command of the market, in the reduction of interest, and in wear and tear, that ultimately the railroads will have greatly the advantage over all other means of conveyance. The competition going on between the Hudson River Railroad and the steamboats, demonstrates two things: 1st. That passengers can be carried for *one cent per mile;* and, 2d. That the railroad is the preferred conveyance for passengers. This being demonstrated for passengers, that for freight will not be long after it. Notwithstanding very satisfactory proofs (to those who are not far-sighted) are given that the New York Erie Canal requires enlarging, and its business will increase, nothing is more certain than that *relatively* its business is decreasing. The freight *inward* to New York, of flour, cheese, butter, and several other articles, has *diminished;* while the freight of all kinds from the Northwest has diminished *relatively*—that is, in relation to the production and consumption. Now this *relative* diminution of its business must go on, and go on in a much greater ratio. For the competition is not with the Erie Railroad merely, nor with the Central, but with every railroad made from the West to the Atlantic seaboard. At this time the greatest competitor with the Erie Canal is the Pennsylvania Central Railroad, and soon that competition—when it reaches Cincinnati—will be ten times greater. One of the ways in which this competition will be the most effective is that of carrying off produce in winter, when canals and rivers, at the North, are frozen.

The commercial revolution produced by railroads will soon be complete. What effect will this have on the relative position and power of the Atlantic cities? Where will be the seaports of the Ohio Valley? In the reason of preference for one city, as a market, over others, there are various elements. The chief ones are these: 1. The capital to buy with; 2. A higher price; 3. A better means of transportation. These are the great *elements of commercial preference.* But we shall confine ourselves here to the last. New York, Boston, Philadelphia and New Orleans have all capital enough to buy with, and offer equally good prices under the same circumstances. Baltimore, Charleston, Norfolk, Pensacola, and other places, will soon command capital, if there are inducements for its location in them. The question of market

for the produce of the interior is more affected now by the *cost of transportation*, than by any one circumstance. Let us consider, for a moment, how this cost of transportation is to be influenced by railroads, *relatively* to the outward ports. There are *three great elements* which affect the cheapness of transportation by rail, from point to point. These are the *solidity of structure*, the *directness* of the line, and the *hight of grade*. Let us consider these elements in relation to the ports of New York, Philadelphia, Baltimore, and Charleston—Pensacola and New Orleans. Of these ports, New York, at present, bears away by far the largest part of the outward commerce, while Charleston and Pensacola have scarcely any. Philadelphia maintains her interior trade, but has comparatively a small portion of the foreign commerce. We know not how far their commercial positions may be changed by the influence of railroads. It is certain that the ports south of New York have everything to gain, and nothing to lose, by the competition. We shall consider, for a moment, the railroad elements in relation to them.

1. Of solidity of structure little need be said; for it may be assumed that in such a competition as we speak of, the power of capital will be exerted to the utmost, in making each competing line as solid and durable as possible. It is, however, of the greatest moment that a railroad, to attain great speed and ultimate cheapness of transportation, should have the most solid bed, and the heaviest iron. Existing American roads have proved that 40 miles per hour can be run continually for passengers, and half that for freight. But no half-constructed, light-ironed road can do this.

2. *Directness of line*—or, in other words, the shortest distance to the seaboard from the interior—is next, and perhaps the most important of all elements. Assuming the point of shipment in an ocean vessel as the point on the seaboard, and Cincinnati, central to the Ohio Valley, as the point of departure, we shall find the following as the most direct attainable distances, to the several ports, viz.:

New York to Cincinnati—		
via Philadelphia or Baltimore	750	miles.
via Erie Railroad	800	"
Philadelphia to Cincinnati—		
via Wheeling	655	"
Baltimore to Cincinnati—		
via Parkersburg	570	"
Charleston to Cincinnati—		
via Blue Ridge Railroad	650	"
Pensacola to Cincinnati—		
via McMinnville	750	"
New Orleans to Cincinnati—		
via Nashville	860	"

These may not prove exact, but they represent the *proportional* distances between those places. In the order of *directness*, or shortness of distance, then, they stand thus:

Baltimore	570	miles.
Charleston	650	"
Philadelphia	655	"
Pensacola	750	"
New York	750	"
New Orleans	860	"

The distances to Philadelphia and Charleston may be counted the same, and those between New York and Pensacola the same.

But some may claim, and that too, with great plausibility, that we should measure to the coast, the ocean. In that case, we must go for Philadelphia to Cape Henlopen, and for Baltimore to Cape Henry. Measured in this way, the distances stand thus:

Charleston	650	miles.
Baltimore	730	"
Philadelphia	745	"
New York	750	"
Pensacola	750	"
New Orleans	960	"

Measured in this way, Charleston, New York, and Pensacola gain; while Philadelphia, Baltimore, and New Orleans lose. Unquestionably Charleston, by being a good port on the Atlantic, *may* gain largely by the railroad system. But there must be more aptitude to take advantage of it than there has been, before it can be made available.

3. The next element to be considered is *grades*. A high grade may be considered as equivalent to a greater distance, and as enhancing the cost of transportation. This element must, therefore, be carefully looked into. We do not know the grades on the Charleston, Pensacola, and New Orleans routes; and shall confine ourselves to the more Northern lines. The grades on the New York, Philadelphia, and Baltimore routes may be expressed thus:

New York, *Maximum*	50	feet.
Philadelphia, "	50	"
Baltimore, "	105	"

It is manifest, by this statement, that the Baltimore grades destroy the advantage of its shorter distance. These elements combined will stand thus:

	Distance.	Grade.
New York	750 miles	50 feet.
Philadelphia	655 "	50 "
Baltimore	570 "	105 "

The mountain grades on the Baltimore route may be considered as enhancing the cost of transportation in a degree equal to the greater distance of the Philadelphia route. So, also, the fact of New York being *on* the coast, and north of either of the ports, gives it an advantage fully equal to that of shorter distances on the others. Thus, viewed in a fair light, there is no great advantage on the part of either port. Aside from these considerations, New York will work with superior capital; Philadelphia has more intimate relations with the Ohio Valley, and Baltimore has closer alliance with the South. The competition for the central trade of the West, between these cities, is a fair one, open to a vigorous contest and no very certain victory to either.

In looking further south, we find Charleston, with a good harbor, and, counting *from* the coast, the nearest to the Ohio Valley. If Charleston can pass the mountains with a favorable grade, and can exert a commercial energy worthy of her position, there is a bright destiny before her. This depends upon herself. Still further south, Pensacola has the best harbor in the Southwest, and may yet aspire to the trade of the great Gulf.—The line from Pensacola to Cincinnati will be very direct.

The distance to New Orleans by rail will be hardly more than half that by the Mississippi, and thus a new highway and a new world will be opened up to her enterprise.

We have omitted one of the best harbors on the coast, and one of the nearest to the Ohio Valley, because we have seen no efficient means taken to promote the connection. We mean the port of Norfolk. Ultimately, there may be a line in that direction.

The great States of the interior will have their seaports. Which of them may become the Londons and Babylons of America will be determined by their own energy in entering and securing the new field, and methods of competition. Already New York, Philadelphia, Boston, and Baltimore have poured forth millions upon millions, to construct the iron highways of the West. Nor is it expended in vain. The West opens new granaries with each year, for the supply of hungry populations; and opens her storehouses, in return, to receive the fabrics of foreign art. These are the utilities of commerce, producing all the harmonies of peace, and developing the Industry of Nations.

Railroads.

WESTERN RAILROAD.

Here, again, we have a new railroad, and in a portion of our State where it would appear that another road was not needed. It proposes to start from Bridgeport, O., opposite Wheeling—already the terminus of the Marietta, Ohio Central, Wellsville Extension, Medina and Tuscarawas Roads—thence via Uniontown, Flushing, Stillwater, Newcomerstown to Coshocton; thence to Mt. Vernon, there uniting with the several roads centering there, viz.: the Springfield, Delaware and Mt. Vernon, the Newark and Mansfield, the Pittsburgh, Mt. Vernon and Columbus, and the Pittsburgh, Steubenville and Chicago, (late Owl Creek Valley Road;) thus opening for Wheeling several direct connections through Ohio with all the great West. It will also intersect a number of Ohio roads crossing north and south.

But, as we remarked at the commencement, we think it unnecessary, as it occupies nearly the same ground with roads already under

way, viz.: the Ohio Central on the south, and the Steubenville on the north; both, or either, making the same distant connections, and both intersected by the same north and south lines in this State.

It is this building of parallel lines of roads that will have a tendency to injure railroad stock, and make it less desirable as an investment; although it can not be denied that the country will be benefitted—but stockholders must suffer. When the roads now being built shall be completed, and business over them be established, we have little doubt but that the road here contemplated could be built to advantage; for we feel confident that the Ohio Central, connecting as it does with, and being in fact the direct western extension of the Baltimore and Ohio Road, must do a tremendous business, and will need some such assistance as this proposed road, to relieve it of way business. We fear such a road, undertaken in the present unsettled state of the money market, is premature.

LAWRENCEBURGH AND UPPER MISSISSIPPI RAILROAD---REPORT.

The following report of President Dunn, of this road, was crowded out of our last issue:

OFFICE L. & U. M. R. R. Co.,
LAWRENCEBURGH, June 20, 1853.

To the Stockholders of L. & U. M. R. R. Co.:

GENTS:—I am happy to announce that on the 30th day of May our road was opened for business from Lawrenceburgh to Greensburgh, distance 42 miles; and that since the first day of the present month, regular passenger and freight trains have every day, (Sundays excepted) passed over that distance; 22 miles have been ballasted, and the residue is in progress. The work west of Greensburgh is advancing toward completion, so that we can fairly hope to have the line between Shelbyville and Indianapolis, 26 miles, in use by the 1st of August, and the remaining distance by the 1st of October. Some portions of the track have been laid at Shelbyville, and at Indianapolis, and will be continued from each point, as also from Greensburgh west, as far as the grade will permit.

All the rails purchased last year have arrived in this country and have been delivered on the Ohio, except about 500 tons, which, owing to delay in shipment from abroad, and the unusually early suspension of navigation on the Ohio, will probably remain at New Orleans until next fall. Fortunately the Company had purchased enough for the line to Indianapolis, and also a branch of 7 miles to Milford, so that sufficient for the use of the main line is on hand, and the only inconvenience to which the Company will be subjected is the delay in laying the branch.

Our connection by railroad between Lawrenceburgh and Cincinnati, will not be completed as early as was anticipated, the Ohio and Mississippi Company not expecting to open that part of their work, between those points, until about the first of January next. In the mean time arrangements are made by which our business and travel are accomodated by steamboat, the run by water being 21 miles. The line of road will, in a few days, be completed to the head of the wharf on the Ohio, within 300 feet of the boats, making it very convenient for the transmission of freight and passengers.

Some examinations have been made for the continuation of our route to Cincinnati, and steps taken under the laws of Ohio, to effect that object. Sufficient is known to make it certain that a good line can be had, and at a cost which the importance of the measure will justify us in encountering.—When all the surveys are completed, this matter will be specially presented to the consideration of our Stockholders.

EXPENDITURES SO FAR HAVE BEEN, FOR

Right of way		$10,871
Engineering		11,038
Engineering on extension to Cincinnati		550
Salaries and incidental expenses		20,153
Taxes		3,600
Paid toward Union Track and Depot at Indianapolis		5,000
Interests and Discounts		93,434
Freights and Transportations		94,422
Rails		356,030
Construction east of Greensburgh	340,126	
Construction west of Greensburgh	162,000	
		502,126
Engines and Cars		134,053
		$1,231,277

OUR ROLLING STOCK CONSISTS AT PRESENT OF

7 Engines,	44 Platform Cars,
79 Gravel Cars,	1 1st class PassengerCar,
25 Box Cars,	1 2d class PassengerCar.

Eight more engines, 100 box cars, 5 first class passenger cars and 2 baggage cars are contracted for, to be delivered before and by the 1st of October, besides what are making at the Company shops. This is an increase of 4 engines and 100 cars over what was contemplated at our last report, and from every appearance will scarcely be sufficient to do the business when the road is opened.

Since the statement published in September, the stock of the Company has been increased to $1,049,585. Some $30,000 will be added to this amount for sums to be taken by contractors.

Sales of real estate have advanced to $152,781, leaving of real estate unsold, $343,282. There is yet due from Decatur county $50,000, and from others $43,327, for stock subscribed, making, with the real estate on hand, $436,609.

Although by reason of the great advance in the price of transportation and labor, the cost of our road is to be somewhat enhanced from the original estimates, yet it is among the cheapest roads in the country, and even with the increased equipment which it has been thought best to provide, will not probably exceed $1,500,000, including all necessary buildings.

During the three weeks that the road has been opened to Greensburgh, it has been producing at the rate of $5,000 per month, which is fully equal to all that was expected at this point at the present time, and affords full promise, that as it reaches the more important points further in the interior, the best anticipations of its friends will be more than realized. The western connections of our road are fast being brought to completion.—Since my last letter to the stockholders, the line from Indianapolis to Lafayette has been opened for travel, and less than 30 miles of track remain to be laid down to complete the connection between Lafayette and Chicago, affording with ours a through line from the Ohio to Lake Michigan. Other lines pointing west and northwest from Terre Haute and Lafayette are in progress, and will furnish additional business to our line.

An arrangement has been made between this Company and the Jeffersonville Company, for the use, by the latter, of our line from Shelbyville to Indianapolis, for the transportation of their freight and passengers between those points. This completes the connection between Indianapolis, Jeffersonville, Louisville, and New Albany, and will throw an increased amount of business over that part of our line. It also makes a connection by railroad between Cincinnati and Louisville, via Shelbyville, but little further than by the river, and which will command much of the travel between those places, especially at periods of low water.

G. H. DUNN,
President.

FORT WAYNE AND SOUTHERN ROAD.—At a recent meeting of the Directors of this road, it was decided to change the route of the road from Muncie to the Ohio river, from that originally contemplated, (as given on page 149 of the *Record*,) and build an independent line throughout. The new route is from Muncie, through New Castle, Rushville Greensburgh, Vernon, Paris, Lexington, and Charleston, to Jeffersonville, on the Ohio.—This change has given general satisfaction along the line, and subscriptions have been made sufficient to prepare the road for the iron. Engineers are upon the line, preparing it for letting. This will open an almost direct line from Louisville to the Lakes, via Fort Wayne; and, with its through and way business, can not but be a remunerative road.—Its connections are numerous and important, and can not but add much to its trade.

GEORGIA — RAILROADS. — There are 990 miles of railroad now in actual and profitable operation in the State of Georgia. In addition to these, the city of Savannah has just surveyed a road to Florida, having its western terminus at Pensacola, a distance of three hundred and eighty miles. Savannah will build to its western border, two hundred and ninety miles. $5,500,000 have been subscribed. Besides these roads, three more are in contemplation, and will certainly be built. These will make the system of railroads in Georgia amount to one thousand five hundred miles.

MARION AND MISSISSINAWA RAILROAD AND LOGANSPORT AND MARION RAILROAD.—We learn that these two lines have been consolidated, and, in connection with the Columbus Piqua and Indiana Road on the east, and the Logansport and Chicago on the west, will form a through line, of uniform gauge of 4 feet 8½ inches, from Baltimore to Chicago and Burlington, Iowa.

This arrangement renders the construction of the Peru and Chicago Road unnecessary.

RAILROAD GAUGE.

CHANGE AT ERIE, PENNSYLVANIA.

On an extended through line of railroad there is nothing more aggravating than frequent compulsory changes of cars. After parties and families have become seated, it is very unpleasant to be compelled to vacate their seats and rush pell-mell into other cars, in nine cases out of ten being unable to get seats together again. In addition to this objection as to passengers, is the change of freight, which is far more serious, entailing much additional expense as well as damage.

Upon none of the through lines that we know of is this objection so apparent as upon the Erie and Northeast, and the Franklin Canal Roads, terminating at Erie, the former from the East, the latter from the West, and both forming a part of the Lake Shore Road. The former being six feet gauge and the latter four feet eight and a half inches, while the Cleveland, Painesville and Ashtabula Road, connecting with the latter, is four feet ten inches gauge, thus compelling a change of cars.

The Legislature of Pennsylvania at its last session passed a law repealing a former one, and leaving it to the railroad companies to say what gauge their roads may be. These companies, in accordance with this permission, are about to alter the gauge of their respective roads to correspond with the roads at either end. The citizens of Erie, fearing that such a change of gauge would interfere with their interests, by allowing a transit of cars without change at their town, have, with a very narrow policy, held meetings and authorized their common council to pass an ordinance to prevent any such change. The council, in obedience to such instructions, have passed a very stringent ordinance, making it, so far as the authority of the city extends, impossible for the roads to alter the gauge. How far the city (?) of Erie can set up its authority against the law of the State, yet remains to be seen. We understand that the companies intend to test the matter, and we trust that upon sober second thought, the citizens of Erie will reconsider their action in the matter and no longer oppose the change so loudly called for by the traveling public, and which all their opposition *can not* prevent.

CINCINNATI, INDIANAPOLIS & CHICAGO R. R. By a notice in our columns, we see that George Holland, Esq., has recently been elected President of this road. We have no personal acquaintance with Mr. H., but from those who know him, we learn that he is a man of unceasing, tireless energy and industry, sound practical sense and business experience, and possessing nerve sufficient for any emergency. Under the direction of such a man this road must prosper. In fact, his election is regarded as equivalent to success.

BELLEVILLE AND ILLINOISTOWN R. R.

ANNUAL REPORT.

From the report of this road we learn that it was chartered by the Illinois Legislature in June, 1852, with power to build all branch roads by them deemed needful and necessary, and to extend and unite their road with any road now constructed, or which may hereafter be constructed, in Illinois.

The original charter was for a road from Belleville to Illinoistown, opposite St. Louis, only a distance of 14 miles. But, in February last, the Board of Directors determined to extend the road from Illinoistown to Alton, a distance of 24¼ miles; and have already contracted for its construction, the route having been found very eligible.

Belleville is quite a manufacturing place, having abundance of coal in its vicinity.—The Company is authorized by its charter to hold 12,000 acres of coal lands, which it is proposed to mine and sell at St. Louis; which, together with the transportation for other mines, will create a very heavy freighting business for the road at once. The Company also own the ferry right on the Illinois side of the river—cost $18,000.

The report also contains estimates of business, expenses, &c., &c.—showing a net revenue of some 22 per cent. on the amount proposed to be borrowed by the Company.

It is also proposed hereafter to extend the road in a southeastwardly direction from Belleville, to the Illinois Central Road, and thus open a southern connection with St. Louis over this road.

Of the Alton extension it says: "A glance at the map will show the immense value of a railroad line which is to receive the great Southern travel from Illinois, Wisconsin, Iowa, and the East, by the Terre Haute route, and transport it from Alton to St. Louis."

It will thus bring Chicago in direct railroad communication with St. Louis.

The report closes by saying:

"Now, it is proposed upon the roads above described, to negotiate a loan of six hundred thousand dollars on first mortgage bonds, to be a first and only lien upon the entire road, its appurtenances and fixtures; ten hundred and forty acres of coal land, which cost the company sixty-five thousand dollars, and will be greatly enhanced in value by the construction of this road; its ferry rights, franchises and landing, which cost eighteen thousand dollars, and all of which have been fully paid for; and about one hundred and seventy-five thousand dollars in work done upon the road; and money expended in right of way, cross ties, wood, &c., &c.; making an aggregate of two hundred and fifty-eight thousand dollars advanced by the stockholders, for which sum there is no lien whatever upon any portion of the road or property embraced in the trust deed to secure the contemplated loan. A copy of the trust deed accompanies this report. The bonds are for $1000 each, with seven per cent. interest, payable semi-annually in New York, and redeemable in twenty years from their date.

"A careful examination of this charter, with the intrinsic claims of the enterprise, is invited. Satisfied, as the Company, are, more certain security for investment has never been offered from the West than is now presented by this Company."

NEW ORLEANS AND JACKSON RAILROAD.

The St. Louis *Intelligencer* says of this road:

James Robb, Esq., of New Orleans, who is President of the Orleans and Jackson Railroad Company, is now in New York, on his way to Europe, (accompanied by the Hon. Senator Slidell,) where he designs negotiating six millions of the bonds of this Company.

The Orleans Road runs from the city of New Orleans to the Tennessee river, and Mr. Robb, in his report of the affairs of the Company, estimates the cost at ten millions. This loan of six millions will, with the funds already available, complete the road.

We extract from the report the calculation made by Mr. Robb, of the receipts and expenses of the road when finished and in running order. We think, however, he has made one material error in calculating the "working and other incidental expenses" of the road at forty per cent on its income.

The working expenses of the Erie Road, the past year, have been from 55 to 60 per cent., and so far as our observation extends, the expenses of most of the roads, even where the receipts have been uniformly large, are not less than 45 per cent., and the expenses of many exceed this.

The aggregate receipts of the road he estimates at three millions; the detail, as follows:

RECEIPTS.

300,000 through and way passengers, averaging $5	$1,500,000
200,000 bales cotton, $1.50 per bale	300,000
Agricultural and mineral productions of Virginia, Tennessee and Kentucky	500,000
Horses, mules, cattle, sheep, &c.	100,000
Merchandise, groceries, and supplies sent from New Orleans to the interior	600,000
Total	$3,000,000

DEDUCT

Working expenses, and all other incidental to the management of the road, 40 per cent	$1,200,000
	$1,800,000

Being equivalent to 18 per cent. on the present estimated cost of the road from New Orleans to the Tennessee river.

Mr. Robb closes his report with a glowing description of what New Orleans will be when this enterprise, to which he is devoting his time, talents and energy, is completed. He says:

"In extending my review of the chief objects of interest connected with the completion of your road, combining, in every respect, more of the elements of extensive traffic and intercourse than any great line on this continent, its social and political importance may be considered as among the most prominent. New Orleans, which is separated by a great distance from the mass of the population of the Union, has failed to become that resort which nature and position intended her to be. Intercourse, beyond the annual visit of

those who are brought hither by the demands of business and commerce, is inconsiderable. The attractions of her climate for nine months of the year, are little known, except to her own citizens, and the most absurd impressions prevail abroad as to the unhealthiness of her position. The facilities of railroad communication will change all this. Your streets will be filled at all seasons, with the citizens of half the States of the confederacy. Your tables will be supplied with the choicest productions of regions abounding in abundance and plenty. The interchange of civilities, and a larger freedom of intercourse, will extend intelligence. Ignorance and fanaticism will be overcome, and the blessings of the Union more prized and appreciated. To secure these great blessings, we should persevere, by every dictate of interest, by every sentiment of honor, and by every injunction of patriotism.

EATON, CASTINE AND GREENVILLE R. R.—This is another of the new railroad projects in a section of our State already well supplied with roads. It is proposed to run from Eaton northwardly, through Castine, to Greenville, and connect with the roads centering there. It will be but a short line, with a capital of $200,000. A Board of Incorporators has been appointed, and articles of association signed and accepted. Legal notice will shortly be given of the opening of the books for subscription to the capital stock. A meeting for the further prosecution of this matter will be held on the 11th inst., at New Castine.

The opening of this road will give a much more direct connection with Cincinnati, from Greenville and points beyond, than by the round-about way of the Cincinnati, Hamilton and Dayton Road, as at present.

The Cincinnati and Mackinaw Road, as given in No. 21 of the RECORD, will pass through Greenville in its southerly course, and could advantageously be consolidated with this road, thus saving a large amount of means, and obtaining a more direct communication. But we suppose that private interests will prevent any such arrangements.

☞ We copy from the Pittsburgh *Journal* the following statement of the amount of bonds issued and about to be issued to railroads, by the cities of Pittsburgh and Allegheny, and the county of Allegheny, Pa.:

Pennsylvania Railroad—Allegheny county, $1,000,000.

Ohio and Pennsylvania Railroad — Allegheny Co, $400,000; Pittsburgh, $200,000.

Pittsburgh and Steubenville Railroad — Pittsburgh, $250,000; Allegheny county, $350,000.

Allegheny Valley Railroad — Pittsburgh, $400,000; Allegheny county, $750,000.

Pittsburgh and Connellsville — Pittsburgh, $500,000; Allegheny county, $750,000; Allegheny City, $150,000.

Pittsburgh and Cleveland—Allegheny Co., $100,000.

Chartiers Valley — Allegheny county, $150,000.

Total, $5,000,000.

MAD RIVER R. R. CO.—ANNUAL REPORT.

We take the following synopsis from the Sandusky *Register*:

We publish all of the Annual Report of the President of the Mad River and Lake Erie Railroad Company, submitted to the stockholders at their annual meeting, except the tables, from which we have compiled the annexed synopsis.

Total cost of construction of the road, warehouses, docks, engines, and cars and property, including stocks and bonds and bills receivable, $4,821,554.68.

To offset which, the capital stock is $2,387,-200; bonds at 7 per cent., $1,500,000; dividend and other bonds, $267,000; bills payable, interest on bonds, &c., $667,354.78—total $4,821,554.68.

The comparative receipts during the two years ending May 31st, 1852 and '53, were—

	1852.	1853.
From Passengers	$124,047 05	$164,038 17
From Freight	294,513 67	355,647 06
From Mail	8,614 76	16,117 90
From Incidental	5,696 50	4,815 00
Total	$432,871 98	$540,618 13
Increase 1853 (about 25 per cent.)		$107,746 15

Of this sum, the receipts for way passengers amounted to $129,647.78, while for through passengers they were but $34,390.39.

There were received for way freights $234,-033.95, and for through freights $121,613.11.

This statement shows the importance of the way travel and freights, which, notwithstanding the inconvenience arising from the relaying of the track, and the absence of rapid passenger boats on the Lake to attract the through travel over the road, not only kept the receipts up to those of 1851–2, but caused them largely to exceed the receipts of that and of any previous year.

The result is a forcible illustration of the rapidity with which the resources of the country traversed by the road are developed; and from it can be formed an idea of the immense traffic promised by the future.

The total working expenses of the road for the year were $274,888.42—about 50 per cent. of the receipts.

There are employed on the road, thirty-five locomotives, twenty-three of which are from the manufactory of Rogers, Ketchum & Grosvenor, Patterson, N. J.; six from the Portland Company, Me.; three from Harkness & Co., Cincinnati, and three from H. & F. Blandy, Zanesville.

The Company is constantly adding to its complement of cars, already quite full, with a view of meeting the demands of the rapidly increasing business of the road.

For further details of the report, our readers are referred to the tables connected therewith. Altogether the exhibit presents a highly satisfactory condition of affairs, and reflects great credit upon the management.

☞ The Common Council of Charleston, S. C., have passed resolutions in favor of subscribing $500,000 to the stock of the Blue Ridge Railroad. It is understood that the several companies interested have been consolidated, and a contract entered into with Messrs. A. Bangs & Co. for the construction and equipment of the road. The whole length of the line to Knoxville, Tenn., is 180 miles.

RAILWAY NETWORK.

It is seldom that we find so much railroad information embodied in so short an article as the following, from the New York *Tribune*, a portion of which has already appeared, though more in detail, in the RECORD.

The *Tribune* says:

"We alluded yesterday to an air line project for a railroad from Cleveland to St. Louis. We have since learned that the project of the extension of the line eastward from Cleveland is in a promising state of forwardness. This line is under contract (except 120 miles in Western Pennsylvania,) from Cleveland to the city of New York, with a straight line of 488 miles. The line comprises the New Jersey Central, and Catawissa to Williamsport, being from New York 198 miles; thence west to Ridgeway on the Sunbury Railroad, 103 miles; thence on the Venango Railroad to the State line of Ohio, 115 miles; thence to Cleveland, 72 miles—making an almost straight line from Cleveland to New York.—The Venango Road connects at Ridgeway with the Allegheny Valley Road, which connects with the Erie Road at Little Valley, giving a western outlet to the Erie Road.—The stock of the Venango Road, of which Mr. A. Plummer is President, has been all taken by Eastern capitalists, an efficient corps of engineers will be on the line immediately, and in two months the line will be let, and every thing pressed to completion. It is confidently believed by the Directory that the Venango Railroad will be completed with one track, and also bridged and graded for a double track, in the fall of 1854. The Mahoning Road, from Cleveland to Warren, which is a portion of this line, is in a state of forwardness, and will soon be completed.—The road from Hudson, being an extension of the Akron Branch, is also under contract, reaching the State line of Ohio; also, the Franklin and Warren Road, a part of the line from Warren toward Dayton, O., is under contract.

"These roads, together with the Mahoning, converge to Warren, and are tributaries to the Venango. But another and highly important line also connects with this web of roads at Warren. It is the Atlantic and Ohio Road. It was organized two weeks since at Columbus. The great stage owner, William Neil, is largely interested. This road is to commence on the Ohio and Pennsylvania line, in Trumbull county, Ohio, and pass through Warren, Massillon, Millersburgh, Knox county, to Columbus, and thence by the most favorable route to the Ohio river, opposite Maysville, Ky. It will be about 265 miles long."

AKRON BRANCH ROAD.—We are pleased to learn that the work on this road is progressing steadily and rapidly toward completion. It is confidently anticipated that the line will be opened through to Millersburg by October next. Assiduous and untiring have been the efforts of directors and officers to this end. The line will be opened to Clinton at an earlier day than that first named. The President of the Company is now at the East, furthering measures for the completion of the remaining link in the chain, between Millersburg and Zanesville.

CAPACITY OF THE NEW YORK & ERIE R. R.

We insert the following experiments on the New York and Erie Railroad for the benefit of those who are investigating the gauge question, in connection with the *power* of locomotives. The great advantage of the broad gauge is in the economy of power.—The amount of "useful load" carried in these experiments is enormous.

From the New York Tribune.

A series of experiments have just been made upon the Susquehanna Division of the New York and Erie Railroad, for the purpose of testing the capacity of that road.

The experiments were conducted under the supervision of W. R. Humphrey, Superintendent of the Cayuga and Susquehanna Railroad; Wm. M. Mallory, of Corning; J. B. Gregg, Master Machinist, Susquehanna; C. D. Cooper, Machinist, Owego, and D. C. McCallum, Superintendent of the Susquehanna Division—and it is confidently believed such results have not been exceeded upon any railroad of any gauge in this country or Europe—a detailed statement of which, with the grades, curvature, &c., will shortly be published in pamphlet form.

The following engines were selected for the experiments, viz.:

No. 86.—10-wheel engine; six drivers connected; diameter of drivers 5 feet; stroke 20 inches; cylinders 17 inches. Manufactured by Rogers, Ketchum and Grosvenor, Patterson, N. J.

Weight on Drivers	47,000	lbs.
Weight on Trucks	18,175	"
Total weight of Engine	65,175	"
Weight of Tender with wood and water	38,555	"
Total weight of Engine and Tender	103,730	lbs.

or 51 tons, 1,730 lbs.

No. 117.—8 wheels; 4 drivers connected; diameter of drivers 5 feet; stroke 20 inches; cylinder 18 inches. Manufactured by the Taunton Locomotive Works, Fairbanks, Agent, Taunton, Mass.

Weight on Drivers	40,000	lbs.
Weight on Trucks	20,344	"
Total weight of Engine	60,344	"
Weight of Tender with wood and water	37,450	"
Total weight of Engine and Tender	97,794	lbs.

or 48 tons, 1,794 lbs.

The train was composed of 76 (8-wheel) cars, 75 of which were loaded with lumber, containing 658,440 feet.

Gross weight cars and load	1,169 tons,	544 lbs.
Weight Engine and Tender	48 "	1,748 "
Gross weight of Train	1,218 "	292 "
Deduct weight of Cars, Engine, and Tender	413 "	1,794 "
Useful Load	804 tons,	498 lbs.
Length of Train	2,003 feet.	

EXPERIMENT No. 1.—Train left Corning at 10 o'clock and 2 minutes, A. M., June 14th, 1853, drawn by engine No. 117, James Tripp Engineer, and P. J. Shoecraft, Conductor; arrived at Elmira 11 o'clock 23 min. and 30 sec., distance 17 61-100 miles, time 1 hour 21 min. 30 sec. Train left Elmira with engine 86, W. S. Lovejoy Engineer, 12 o'clock 21 min., P. M.; arrived at Waverly 1 o'clock, 24 min. 42 sec.; distance 17 48-100 miles; time 1 hour, 3 min. and 42 sec. Left Waverly with engine 117, 2 o'clock, 2 min.; arrived at Owego 4 o'clock, 26 min.; distance 19 10-100 miles; time 2 hours, 24 min.

Total distance, 54 19-100 miles.

Total running time, 4 hours, 49 min. and 12 sec.

EXPERIMENT No. 2.—June 15, 1853, with engine No. 86—Train the same as in the last experiment. A curve of 600 feet radius, upward grade 10 feet to the mile at the junction of the Cayuga and Susquehanna Railroad at Owego, was selected as the test. The train was started 1,500 feet distant from the junction; when the engine reached the latter a speed of 64 revolutions per minute was attained; center car of the train had reached the curve at 11 o'clock 20 min. 8 sec; passed through the curve at 11 o'clock 21 min. 9 sec.; time 1 min. 1 sec.; distance 900 feet. Engine No. 117, with the same train as above, started the same distance from the junction; when the engine reached the latter a speed of 65 revolutions per minute was attained; the center car of the train had reached the curve at 12 o'clock 35 min. 23 sec.; had passed through the curve at 12 o'clock 36 min. 21 sec.; time through the curve, 58 sec.; distance 900 feet.

The whole train was taken through the curve, and was run upon the tangent 2,000 feet.

EXPERIMENT No. 3.—Made with Engines No. 117 and 86, at Owego, June 15, 1853.—The train consisted of the 76 cars above named, and in addition 43 (4-wheeled) cars loaded with coal.

Gross weight of Train and Engine No. 117	1,571 tons,	540 lbs.
Deduct weight of cars in Train, Engine and Tender included	542 "	1,794 "
Useful Load	1,028 tons,	746 lbs.
Length of Train	2,616 feet.	

Engine No. 117, after having run 700 feet,
Passed mile post 222 at 5 o'clock 1 min. 6 sec.
Passed mile post 221 at 5 o'clock 6 min. 6 sec.
Passed mile post 220 at 5 o'clock 12 min. 15 sec.

Whole distance up grade, 5 feet to the mile. Train ordered to a dead stand, resting on two curves, and one tangent intervening of 400 feet in length. Train ordered ahead; after having run one minute, was moving at the rate of four miles per hour; 2d minute, five and a half miles per hour. Train ordered to a dead stand, resting on one curve and two tangents.

Returned with engine No. 86.
Passed mile post 220 at 5 o'clock 59 min. 55 sec.
Passed mile post 221 at 6 o'clock 4 min. 35 sec.
Passed mile post 222 at 6 o'clock 10 min.

EXPERIMENT No. 4.—June 16th, 1853.—Engine No. 86, with train composed of the 76 cars of lumber above named, and in addition 72 (four-wheel) cars loaded with coal.

Gross weight of Train and Engine No. 86	1,823 tons,	540 lbs.
Deduct weight of cars in Train, Engine and Tender included	629 "	1,764 "
Useful Load	1,193 tons,	746 lbs.

Started on a tangent 2,000 feet from mile post 221, at 5 o'clock 20 min. 45 sec.
Passed mile post 221 at 5 o'clock 26 min. 20 sec.
Arrived at mile post 220 at 5 o'clock 34 min. 15 sec.
Time, 1 mile in 7 min. 55 sec.
Length of Train, 3,008 feet.
Train ordered to a stand when the whole train was resting on a 2-degree curve.
Engine No. 117 started on the return at a distance of 1,500 feet from mile post 220, at 5 o'clock 41 min. 30 sec.
Reached mile post 220 at 5 o'clock 45 min. 25 sec.
Reached mile post 221 at 5 o'clock 51 min. 48 sec.
Reached mile post 222 at 5 o'clock 58 min.
First mile run 6 min. 23 sec.
Second mile run 6 min. 12 sec.
Hauled train around 2½ degree curve at Owego.

CENTRAL ILLINOIS AND INDIANA ROAD.

The Springfield, Ill., *Journal* says: We have received the following information concerning this important road, in which the citizens of Springfield and of Sangamon county are deeply interested:

Two surveys have been made from Decatur to Indianapolis, by which the distance in an air line is ascertained to be 145 miles. The report of the Engineer will soon be ready for publication, containing estimates for the entire cost of construction and equipment of the road. A few weeks since, the two companies which were most particularly concerned in the enterprise, were consolidated, and a Board of Directors appointed, consisting of six in this State and six in Indiana. Judge Roach has accepted the Presidency of the Board, having resigned his seat upon the bench of the Supreme Court of Indiana for that purpose. Governor Wright and other distinguished citizens of Indiana, are actively engaged in behalf of this road, and strong efforts will be made to complete it at an early period.

This road will be one of the great highways of the nation. It will be in a direct line with Harrisburgh, Wheeling, Columbus, Indianapolis, Springfield, Hannibal, and St. Joseph, and should meet, whenever opportunity is afforded, with the hearty co-operation and assistance of all the citizens in this section of our State.

A more detailed account of this road will be found in the 13th number of the RECORD, page 194.

EATON, HAMILTON & RICHMOND RAILROAD.

We perceive that this road, since its opening, has been doing a very profitable business. It has declared a dividend of 5 per cent. for the last six months' business, with a surplus of $3000; and when the connections, already agreed upon, shall be completed, and a direct route opened through to Chicago, and the proposed direct and independent communication from Hamilton to Cincinnati shall be built, the value of the stock for investment will be surpassed by no other road. The Cincinnati, Logansport and Chicago Road will use this road for its southern outlet, thus making a very great thoroughfare of the Eaton Road.

CHICAGO AND GALENA R. R. TO BE OPENED.

The third division of this road, between Rockford and Freeport will be opened on the first day of August. The superstructure is all ready for the rails; and the latter will be put down rapidly as soon as they are received.—Several cargoes are expected daily.

Cincinnati, Lebanon and Xenia R. R.—The Lebanon *Star* says: For the information of persons at a distance, interested in the construction of this road, we state the following facts:

1. That no contract has been made for the entrance into the tunnel. The exorbitant demands of the Tunnel Company have been rejected, and the directors of the Lebanon Road have made an arrangement for a junction with the Great Miami and St. Louis Railroads.—The track will, however, be so laid that, if desirable, a future arrangement may be made for the conveyance of freight and passengers into the tunnel.

2. The right of way, with a few trifling exceptions, has been obtained, on easy and advantageous terms, from Waynesville to Lockland.

3. Surveying parties are now engaged in surveying the line from Mason to the intersection with the Great Miami Road; and also from Xenia to Delaware.

4. The track is now permanently located from Waynesville to Mason, and a large corps of hands engaged in its construction. In a few days the work will be under way.

5. Depot grounds have been purchased in the town of Lebanon at the most convenient point in the place.

FRANKLIN AND WARREN RAILROAD.

From the Cleveland *Herald* we take the following:

The Franklin and Warren Railroad is to commence at Dayton, running north to Galion, from thence east, through the second tier of counties south of Lake Erie, and through the towns of Akron, Franklin, Ravenna, Newton Falls, and Warren, striking the Pennsylvania line northeast of Warren, and intersecting the Pittsburgh and Corning, and Sunbury and Erie Roads, at Ridgeway. These roads, as well as the road from Dayton to Cincinnati, are to be of six feet gauge, which will give a continuous six feet track from New York to Cincinnati. This fact, when we consider the fine, but yet somewhat isolated section through which the road is to run, certainly presents a very flattering picture, and should the work be constructed at not too lavish an expense, we can not see how it can fail to pay handsomely. It must, we think, at all times enjoy a large local business, and its transportation of stock must commence great and continue to increase.

It perhaps might be urged that this road would injure those running to this city, but we do not think so. We believe the increasing demand for railroads will keep pace with their production, and were two or three more lines as well located as this one to be built, they would find enough to do. It might tend to somewhat cheapen the passenger and freight business, but the cheapening would add correspondingly to the amount done, and fair dividends, with economical managements, would be realized.

Economy in the construction and management, is a very essential feature in every enterprise, public as well as private; an idea which we think has been consulted in the choice of officers for this road. Men of large means are engaged in the enterprise, and they are determined to drive it through as rapidly as possible, and its financial arrangements are such as to warrant the completion of the entire distance at an early day.

The contract for 106 miles, extending from Ashland to the Pennsylvania line, we understand was awarded on the first instant, to H. Doolittle, Esq., of Dayton, at a figure considerably under the estimates. There was a spirited competition, but Mr. Doolittle succeeded in obtaining the contract, and he will at once proceed to put the entire distance in the hands of laborers. So much confidence has the contractor in the work, that he has made such arrangements as to enable him to take one million dollars of the stock.

We are among the believers in the doctrine of guarding the people against the impositions of chartered monopolies, and subscribe heartily to the enactments which tend to prevent the people from suffering by them, as well as to prevent reckless speculations, yet we are free to confess that the charter of this company, obtained under the rule of the old constitution, places the stockholders on a good footing in case, by mismanagement or otherwise, the company should fail. Individual responsibility makes all men cautious about embarking in any enterprise when there is the remotest chance of failure, and in that manner checks the tendency to insane speculation. We hope, for the prosperity of the State, this work will be speedily completed.

La Crosse and Milwaukie Railroad.—We learn that this road is now being rapidly pushed to completion. It is all under contract as far as Portage, to be completed in 1854. There are 1,000 hands now at work upon the first thirty-five miles. The remainder of the line from Portage to La Crosse will soon be put under contract also; bids have already been made for it, to be completed in 1855. It will be, when completed, one of the best built roads in the Union. It will be laid with compound rail, manufactured on the line of the road, from a mine at Iron Ridge, which has been proved to be equal to the acknowledged superior ore of Lake Superior, and the supply of which is abundant.

The opening of this line will create a much shorter route for Eastern travel to St. Paul and the upper portions of the Mississippi, than any now traveled by way of Chicago and Milwaukie.

Fremont and Findlay Railroad.—The stockholders of this Company met on the 18th inst., for the election of Directors, with the following result: La Q. Rawson and James Moore, of Fremont; C. W. Foster and Thomas Kelly, of Rome; Squire Carlin, J. M. Coffinberry, and D. J. Cory, of Findlay.

At a meeting of the Board of Directors, Dr. La Q. Rawson, of Fremont, was chosen President, and Wilson Vance, of Findlay, Treasurer.

New York to Chicago.—Passengers now leave Chicago at 9.30 P. M., and reach Buffalo the next evening in season for the 11 o'clock train; distance, 537 miles. At 9.30 the next morning, or in 36 hours from Chicago, they are in New York City; distance, over 1000 miles. This is certainly fast enough for the present.

Pittsburgh and Steubenville Railroad. The Directors of this Company have accepted the subscription of $300,000 to the capital stock of the road by the Commissioners of Allegheny county, Pa., upon the terms set forth in the resolution of the latter body.—They have also resolved to increase the capital of the Company to thirty thousand shares, or $1,300,000, agreeably to the charter, their previous capital being sixteen thousand shares, or $800,000. It will be remembered that a serious obstacle to the construction of the Pittsburgh and Steubenville Railroad has been the want of a right of way through that narrow strip of the soil of Virginia intervening between Pennsylvania and Ohio, and called the "Pan Handle." It now appears, from an advertisement in the Western papers, that Jesse Edgington and Nathaniel Wells, the owners of the tract of ground over which the liberty to construct the road has been denied, as above stated, have invited sealed proposals for grading, bridging, and completing about six miles of railway on their land, with a view to supply the link of connection necessary to carry the Pittsburgh and Steubenville line across the territory of Virginia.

THE IRON RAILROAD.

We have been favored with the exhibit of the receipts and expenditures of the 13 miles of this road now in operation—the footings are as follows:

Receipts—From Passengers	$482 60
From Freight	2,258 14
Total	$2,740 74
Expenditures	957 31
Net Profits	$1,783 43

This is about 18 per cent. upon the capital stock.

This road runs northwardly from Ironton, toward the Scioto and Hocking Valley Railroad, with which it will connect. The Ironton *Register* says:

We are informed that subscriptions are about to be made for the purpose of putting the long tunnel this side of Mt. Vernon Furnace under immediate contract, preparatory to letting out the extension of the road.—This tunnel done, the rest of the work northward is very light, and it is believed that abundant means can be obtained to push the road through to a northern connection, as soon as it may be deemed best to prosecute the work. Those who know the actual state of things have no fears in this regard.

Unprecedented Railroad Feat.—Engine No. 25, on the New York and Erie Railroad, recently hauled one hundred and ninety-two coal cars from Binghampton to Owego, each car and load weighing eight tons, besides four cars heavily freighted with bridge timber. This, we presume, is the heaviest load ever drawn by one engine, being, with the four loads of timber, about two thousand tons—more than enough to load the new steamer Queen of the West, which is the largest merchant steamer now afloat on this continent.—*Dunkirk Journal.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	95	98
Do do	" "	6	1880	95½	97
Do do	"	7	1860	95¼	
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	99	100
Do Mississippi	1st " "	7	1862	95	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	96	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	106	106½
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	96	98
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	94	97
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	113	115
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	103	106
Do Southern	1st " " "	7	1860	105¼	106
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
New Albany and Salem	" on 1st section	10	1858-62	108	110
Do do	1st " on other sections, convert.	8	1864-75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	118
Do do	2d " convertible	7	1859	107	118
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	98¼	100
Do do	" " 1862	7	1862	98½	100
Northern Indiana	1st mortgage, not convertible	7	1860	105	107
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865-6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	127
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	103	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	100	110
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Steubenville and Indiana	1st " "	7	1865	93	94½
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	70	73
Bellefontaine and Indiana	50	103	105
Chicago and Rock Island		97	100
Cincinnati Hamilton and Dayton	100	114½	115
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	135	137
Cleveland, Painesville and Ashtabula	100	140	145
Cleveland and Pittsburgh	50	95	97
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	116	118
Covington and Lexington	50	74	76
Dayton and Michigan	50	57	65
Dayton and Western	50	80	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100	135	137
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	103	106
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	73	75
Little Miami	$50	119¾	121
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		100
Macon, Georgia		107	109
Mad River and Lake Erie	50	95	101
Madison and Indianapolis		90	95
Marietta and Cincinnati	50	74	90
Maysville and Lexington		60	75
Michigan Central		112½	113
Michigan Southern		125	126
New Albany and Salem	50	65	70
New York and Erie	100	77⅝	81
Northern Indiana		144	147
Ohio Central	50	95	100
Onio and Mississippi	50	93	95
Ohio and Pennsylvania		90	100
Panama		116	120
Pennsylvania	50	99½	100½
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		107½	108½
Toledo, Norwalk and Cleveland		146	153

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109¾	110
Do	6	1862	116¼	117
Do	6	1867	121	122
Do	6	1868	121	122
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	91	92
Do Interest do		....	61½	62
Indiana	5	....	99¼	99½
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¾
Do 15 years	6	....	108	109
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107¾	108
Do	6	1870	115½	117
Do	6	1875	115	117
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	96	97
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	107½	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	103	104
Do	5	1890	105	107
Philadelphia	6	1876-90	105	106
Pittsburgh	6	1869-71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	107	108
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	115¾	116
Northern, and Branches	117¾	118
Southern, and Branches	103	106
Bank of Louisville	116¼	118
Kentucky Trust Co	101	102
Farmers' Bank of Kentucky	105	107
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	98	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem.	½prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight.	¼prem	½prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight.	¼prem	½prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	¼prem.	½prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	¼prem . ¼ to ½prem.	
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off.	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 60	@	16 80
Patriot Doubloons	15 80	@	16 00
Sovereigns, light	4 85	@	4 88
Sovereigns, heavy	4 87	@	4 90
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 05	@	1 05
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$186	$190
80 acre warrants	93½	96
40 acre warrants	46½	48

MONETARY.

The demand for Money in New York has increased, both for business and stock transactions; but the supply seems adequate, though at increased rates. Demand loans now rate at 6@8 per cent.

This change is, in a great measure, if not entirely, attributable to the Banks, they having been notified by the Comptroller of the form in which their weekly returns must be made; hence, desiring to make the best show possible, they have called in their loans. Private Bankers have been heavily drawn upon for railroad purposes, by the South and West. This contraction of Bank facilities has created quite an excitement among the entire class of borrowers, and materially affected the stock market. Most stocks declined under the pressure.

The mania at the West for railroad building, rival lines, &c., has at length had its effect upon roads already built, many of which are declining in value in consequence of competitors starting up, in the way of air lines, &c. Among these we notice the Cleveland and Pittsburgh, Madison and Indianapolis, Michigan Central and Michigan Southern Roads, all of which have declined materially. In other Western Stocks, but little has been doing. We note no sales.

Robert Schuyler, Esq., has resigned the Presidency of the Illinois Central Road, and is succeeded by Wm. P. Burrell, Esq., late Treasurer of the Company. Mr. Schuyler will also resign the Presidency of the Harlem Road about September next.

Exchange on London rates at 109½ to 109⅞.

The Money Market in England is well supplied at 3 per cent. The opinion still is that there will be no war.

American Securities are in demand. We quote the prices of some of them.

U. S. 5s, 1845	97½	@	98
U. S. 6s, 1862	105	@	106½
U. S. 6s, 1868	110½	@	111¼
U. S. 6s, 1867–8	110	@	
New York 5s, 1858–60	98½	@	99½
Pennsylvania 5s	86	@	88
Pennsylvania 5s, 1882	92	@	94
Massachusetts 5s, sterling, 1868	106	@	108
Maryland 5s, sterling	99	@	100
Alabama 5s, 1863	85	@	86
Virginia 6s, 1886	98½	@	100½
New York and Erie R. R. 7s, 1868–9	107½	@	109
New York and Erie R. R. 7s, conv., 1859	98	@	100
Michigan Central R. R. 8s, 1860	104	@	106
Michigan Central R. R. 6s, sterling, 1872	99	@	101
Illinois Central R. R. 6s, 1875	102	@	

At the West, the money Market is more stringent, and the rates have advanced to 8@12 for out of door transactions. The Banks continue to do a fair business, though not to the full extent of the demands upon them.

In the Stock Market there have been no transactions to note. Our quotations are made up from Eastern advices, and will be found to contain some alterations, showing a decline in some of the roads heretofore held very high.

Exchange is firm at our last quotations.

Land Warrants would seem to have reached their highest point, and are scarce.

MEMPHIS AND GRENADA RAILROAD.—The Memphis *Eagle and Enquirer* says: Robertson Topp, Esq., has just returned from Panola county, and informs us of the organization of the railroad company, from this city to Grenada, known as the "Mississippi and Tennessee Railroad Company." This insures the completion of a through line from Memphis to New Orleans. Okachickama's vision or dream is about to be verified!

On the 4th inst., the stockholders elected J. M. Patrick and Henry C. Walker, of Memphis; Gen. J. C. N. Robertson and Dr. Henry Dockery, of De Soto; Maj. Bradford, David S. White, and Franklin White, of Panola; Judge Burnett and Jno. C. Broadie, of Yallabusha counties, Directors. The Directors are all men of the right stamp, thorough business men, and intend pushing forward the work with the utmost energy.

The meeting at Como, on the 4th of July, was numerously attended, and passed off with enthusiasm. The substantial and wealthy men of the country, such as Col. Jack McGehee, Hugh McGehee, Maj. Benj. Bedford, and a host of others who might be named, came forward with their $10,000 and $5,000 subscriptions, and avowed their willingness to pay a county subscription besides.

KNOXVILLE AND CHARLESTON RAILROAD COMPANY ORGANIZED.—The Memphis *Eagle and Enquirer* says: A sufficient amount of capital stock having been subscribed, the company was organized under the direction of the Commissioners, at Knoxville, on the 28th of June, by the election of the following gentlemen as Directors:

Blount.—Wm. Wallace, Asa Watson, R. I. Wilson, J. E. Toole, James Porter, Saml. Pride, Alex. Kennedy.

Knox.—C. H. Coffin, J. A. Mabry, J. G. M. Ramsey, C. Wallace, C. M. McGhee, James C. Moses, D. H. Cummings, Wm. G. Swan.

Wm. G. Swan, Esq., was elected President of the Company; Charles H. Coffin, Esq., Secretary; and Dr. Saml. Pride, Treasurer.

We learn from the Knoxville *Register* that the stock taken by citizens of Knox and Blount counties, amounts to one hundred and seventeen thousand dollars. The counties of Knox and Blount have already subscribed two hundred and twenty thousand dollars for ironing and equipping the road. This makes seven hundred thousand dollars toward the construction and equipment of the road.

BELLEFONTAINE AND INDIANA RAILROAD.—On the 20th of July, an excursion train passed over this road, 118 miles in four hours and twenty minutes, making 18 stoppages, making the running time 3 hours and 20 minutes, or 35½ miles per hour. A pretty fair rate of speed for a new road. But such has been the care bestowed upon the construction, that this, and even a greater rate of speed, can be obtained with comparative safety.

CINCINNATI AND MACKINAW RAILROAD.—In the issue before our last we gave the proceedings of a meeting for the organization of this Company, to construct the line to the Michigan State line. From the State line the road will extend northwardly, via Lansing, to Mackinaw, and thus open a connection between that distant point and Cincinnati at all seasons of the year; and enable the immense amount of freights accumulating there every winter, to be forwarded without delay.

That the road, so far as it runs through this State, will be completed at an early date, the movers in the matter are good guaranty; but in Michigan some time will be requisite to secure the charter, the existing laws being such that no road can be built without the special action of the Legislature. A grant of lands is also hoped for to aid in the completion of the road in the distant section of Michigan, as it may be considered, in a measure, a national work.

CINCINNATI, PERU AND CHICAGO R. R.—The Board of Directors of this Company were in session in Peru on the 14th and 15th of July last.

Arrangements were made for the immediate survey and location of the road. A corps engineers was organized for this purpose last week.

The President was authorized to advertise a letting of the work from Peru north, so soon as the survey, &c., of the northern division are completed.

Committees were appointed to negotiate for the following connections:

1st. With the Northern Indiana Road at Laporte.

2d. With the Union, Peru and Chicago Road at Peru.

3d. With the Peru and Indianapolis Road at Peru.

4th. With the Cincinnati and New Castle Road, at Cambridge City.

ALLEGHENY VALLEY RAILROAD.—We are informed by W. Milnor Roberts, Esq., says the Pittsburgh *Journal*, chief engineer of the Allegheny Valley Railroad, that the contractors are pushing the work on vigorously between Pittsburg and Kittanning. They have now six hundred hands busily engaged, and had eight hundred a short time ago, but the demand for harvesters is so great that about two hundred have left until the crops will be gathered in.

All the preliminary surveys have been completed, and the Board of Directors will meet about the first of August to locate the line. We learn that it is expected that the whole line to New York will be under contract in about three months, and the heaviest jobs will be let about the first of September.

Communications.

For the Railroad Record.

CURVATURE ON RAILROADS.

Editor Railroad Record:

The every day accidents upon railroads call for prompt investigation. In the last article I endeavored to draw the attention of your readers to the fact that curvature is the cause, and I wish I knew the proportion that accidents upon curves and straight lines bear to one another.

It would seem that railroad companies are governed by *grade* in their locations, omitting the most essential point in railroad building, namely, *curvature*. One degree curve, or 5,130 feet radius, offers as much resistance to a train as a grade of 10 feet to the mile. 2 degrees equal 15 feet; 3 degrees equal 20 feet; 4 degrees equal 25 feet; 5 degrees equal 30 feet; 6 degrees equal 35 feet—that is, if a 6 degree curve be located upon a level, it offers the same resistance to a train as would a grade of 35 feet to the mile, on a straight line.

We seem to have arrived at a point in railroad building when some system is called for. Why will not the Legislature fix upon some limit? Why will thousands and millions be expended upon curved roads, when they are certain to be useless in ten years from this time, or perhaps sooner? The intelligence of the age will not allow such things to exist for any length of time. I may be answered that straight roads would cost too much. If companies can not build straight roads, they have begun too soon; and if communities want railroads, they should either build them straight, or wait until they have the funds to do so. Companies are apt to conclude that if they have got good *grades*, they are all right. Take a forty feet grade, for instance; let this grade be located upon a curve of 6 degrees, or 855 feet radius, and it will offer the same resistance as a grade of 75 feet; and in passing from the straight portion to the curve passengers will experience a shock in proportion to the speed at which the train may be going. Even the 75 feet grade would be a better location. On every curve the wheels impinge upon the rails, thereby causing a rocking motion; and upon curves of small radii, under 2000 feet, it is dangerous to life and property for many reasons; whereas the straight line can never have a competitor.

But why will directors continue this crooked system? How large a dividend will dry the widow's tear? or create a heart? or solace the woe of one railroad accident? But the papers will state that it happened upon a curve; the engineer (and of course the company,) was not to blame; or, in fact, nobody was to blame. What consolation is that for the widow, the brother, sister, or lover, who may be deprived of the loved one? Away, then, with the crooked system—it is getting old. The straight lines, and the straight lines only, will do. I wish scientific men would investigate this matter.

I fear I have trespassed upon your space.

PUBLICOLA.

Miscellaneous.

A SPLENDID GIFT.

A service of plate was recently presented to Addison R. Gillmore, Esq., Superintendent of the Rock Island Road, by his Eastern friends. The gift was delivered by Mr. Hotchkiss, with suitable remarks, to which Mr. Gillmore replied very feelingly.

The service consists of an immense solid silver salver, 30 inches long by 20 wide; two silver pitchers, two glass pitchers, and six goblets, beautifully wrought and appropriately inscribed. Upon the salver is written,—

"Presented to Addison R. Gillmore, by the employees of the New York and New Haven Railroad Co., and other friends, as a memento of their esteem for his high official qualifications and worth as a man."

The two silver pitchers have upon them the following words:

1. "His friends, not only those who were associated with him in his official duties on the New York and New Haven Railroad, but also those who know him in private life—have presented this mark of their esteem to Addison R. Gillmore, to express their high regard for his character as a man and citizen."

2. "Addison R. Gillmore—from his friends of the New York and New Haven Railroad and the public. This token is presented of their high regard and esteem of him as an officer and citizen."

Upon the silver frame containing the glass pitchers is the simple inscription—"A. R. G." These pitchers are made of cut glass, and are elegant pieces of workmanship.

The six goblets bear the following inscriptions:

1. "We are with you." 2. "Be with us." 3. "Our own friends." 4. "Constant and faithful." 5. "Those we love." 6. "True to the end."

THE BOOMERANG.

This puzzle, of which mathematicians can not comphrehend the laws of its action, and no European is able to manage, is common to the natives of India. It is a piece of carved wood, nearly in the form of a parabola, from thirty to forty inches long, about three inches broad, pointed at both ends, and the corner edge quite sharp. The mode of using it is quite as singular as the weapon. Ask a black to throw it so that it falls at his feet, and away it goes full forty yards before him, skimming along the surface at three or four feet from the ground, when it will suddenly rise in the air for fifty or sixty feet, describing a curve, and finally drops at the feet of the thrower. During its course it revolves with great rapidity, as on a pivot, with a whizzing noise. It is wonderful that so barbarous a people should have invented so singular a weapon, which sets the laws of progression at defiance. It is very dangerous for a European to project it at any object, as it may return and strike himself. In a native's hands it is a formidable weapon, striking without the projector being seen, and, like the Irishman's gun, shooting round a corner as well as straight forward. It was invented to strike the kangaroo, which animal is killed by it with certainty; and though a copse intervene between the hunter and the animal, the boomerang comes round the corner and breaks its legs.

The waddie is also used by the blacks in duels between themselves. It is formidable, from its size and weight. The combatants being placed, the party challenged holds down his head, presenting the top portion to the challenger, when down comes the waddie with a blow that would crush the skull of an ox, but with very little effect, from the peculiar thickness of his cranium. The other party then takes his turn, until one has his skull really broken, or cries enough.

WIND *v.* STEAM.—The Clipper ship Sovereign of the Seas, mentioned in one of our late numbers, made a voyage from New York to Liverpool in 13 days and 19 hours, which is said to be the quickest trip on record.—The Sovereign's log shows that on the 28th of June she sailed 344 miles; on the 30th, 340; on the 26th, 307, &c. Many steamers accomplish less than this sailing vessel.

Though much of this speed may be attributed to the build of the Clipper, we feel confident that very much must be attributed to the competency of her commander also. We feel assured that he has availed himself of the Wind and Current Charts, and other maritime knowledge recently discovered, by which advantage can be taken of every circumstance, otherwise his success would not be so constant.

COPPER.—A mining company, called the Manassas Copper Mine, in Fauquier county, Virginia, has been organized. The mine is situated on the Blue Ridge, seventy miles from Alexandria, extending over nine hundred acres. The Manassas Gap Railroad passes through the property, affording a direct and easy communication with Alexandria. The ore yields 21.40 per cent. of copper, and pyrites 28 to 30 per cent., while some specimens of the vein have yielded eighty-nine per cent. of pure copper.

☞According to the calculations based on the English life tables, it was estimated, *a priori*, that of all the emigrants to the United States since 1790, 2,214,000 should be living at the date of the last census. The actual returns of that census give us the number of foreign-born residents, 2,210,000—a remarkable instance of the accuracy which may be attained by scientific deductions on points which seemingly admit no elements of calculation.

RAILROAD BRIDGE COMPLETED.—The great bridge across the Monongahela river, about one mile above Fairmount, Va., was completed last week. It is stated that it cost four hundred and ninety-six thousand dollars.

MUSKINGUM WORKS,
ZANESVILLE, OHIO.

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WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

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Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

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CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

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We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

NOTICE.

AT a regular meeting of the Board of Directors of the Cincinnati, Indianapolis and Chicago Railroad Company, held at Brookville on the 25th inst., GEORGE HOWLAND, Esq., of that place, was elected President of said Company.

By order of the Board.

J. D. HOWLAND, Sec'y.

July 26, 1853.—au4-3t.

CARDS.

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Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

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The undersigned is prepared to furnish
SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

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ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

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Stereotype Foundry.

C. F. O'DRISCOLL,

BEGS to inform Printers, and the public, that he has purchased the *old Established Foundry of*

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and that he is now prepared to execute all sorts of work in the line of his business.

Having been for upward of twenty years in the well known Type and Stereotype Foundry of L. JOHNSON & CO., Philadelphia, he hopes to be able to satisfy all who may favor him with their patronage.

BRASS RULE, LEADS. &C.,

Will be kept constantly on hand, and

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From the foundry of L. Johnson & Co., will be furnished at their prices.

Cincinnati, 1853. jy21-1*.

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GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
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Auctioneers & Commission Merchants.

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At the Merchant's Exchange every Wednesday and Saturday.

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GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

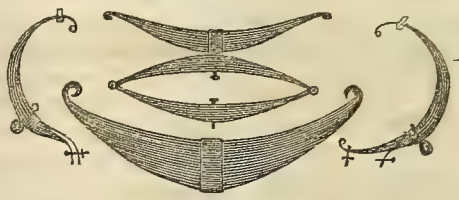
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A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,
No. 167 Walnut Street.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
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†May 19.

IN COURSE OF PUBLICATION.

LARGE MAP

OF THE

STATE OF OHIO,

EXHIBITING THE

Sections, Fractional Sections, Townships, Cities, Villages, Post Offices, Railroads, Canals, Turnpikes, and Plank Roads.

TO BE PUBLISHED BY

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The Officers of the different Railroads feeling desirous of having their roads *correctly* laid down upon the Map, will please call, or send a plat of their different roads to the Publishers.

E. MENDENHALL & CO.
No. 3 College Hall, Cincinnati, O.

Size of the Map, 58 by 55 inches. Will be ready for delivery by the 15th August.

☞ Price—Mounted, $6. In Pocket Case, $4.

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.

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STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

The above letting is postponed until August 20. Specifications will be ready ten days previous.

ROBERT MAC LEOD,
Chief Engineer.

M'Connelsville, June 4, 1853. je16w10

RAILROAD TIMBER.

BRIDGE, DEPOT, and other Railroad Timber of first quality, sawed and hewn of any required length and size, to order.

Also, **1,000,000** ft. superior quality of LUMBER, well adapted for House Finishing and Flooring, delivered on short notice to any point on the Ohio river.

All Railroad Timber and Clear Lumber warranted. Bills for the same are solicited.

Address, J. SHIPPEN,
jy14-tf. Cincinnati, Ohio.

IMPORTANT TO

RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
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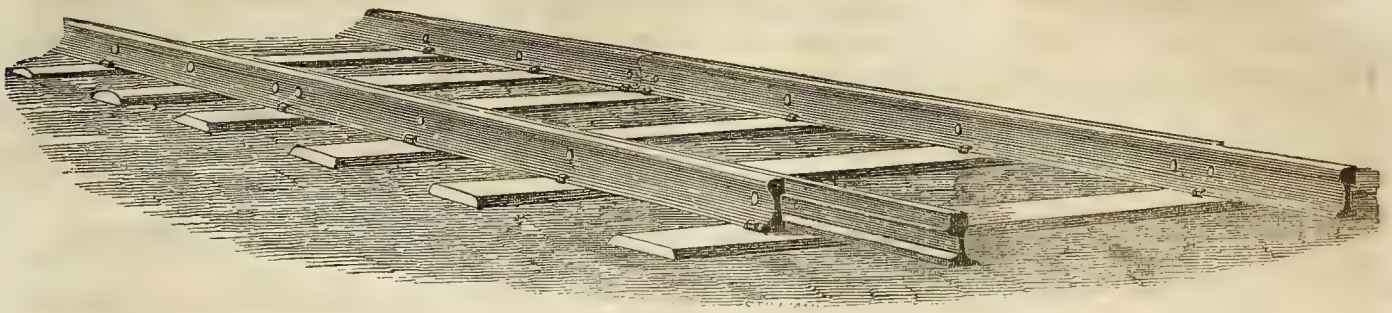
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Applications for Territorial Rights and Machines must be made to the Patentee.

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WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Cincinnati, Hamilton & Dayton R. R.

WEST LINE.

Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Four Daily Trains.

First Train—Accommodation Express, at 6½ o'clk, A. M.
Second Train—Lightning Express, at ....7½ " A. M.
Third Train—Accommodation, at.....2 " P. M.
Fourth Train—Evening Express, at.....5 " P. M.

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 o'clock A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago.

Through from Cincinnati to Chicago direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago.

Through from Cincinnati to Chicago direct.

Indianapolis, Terre Haute and Lafayette.

First Train—Accommodation—leaves Cincinnati at 6.30 o'clock A. M., and Second Train—Lightning Express—leave Cincinnati at 7.30 o'clock A. M.

Through from Cincinnati to Indianapolis same day.

Eaton, Richmond, and Centerville.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—Evening Express—5 P. M., connects at Hamilton to Eaton and Richmond, connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fourth Train—Evening Express—at 5 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Huntsville.

Third Train—Accommodation at 2 o'clock P. M., connects at Dayton for Huntsville.

Oxford and Connersville.

First Train—Accommodation Express at 6.30 o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fourth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
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An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	6 75
Do	do	Chicago via Toledo	11 50
Do	do	Sandusky	5 00
Do	do	Clyde	—
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 50
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., and at the ticket office, Cincinnati.

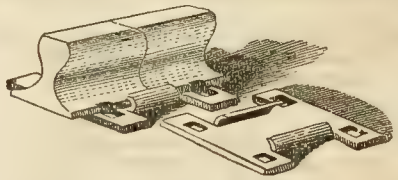
jy20 W. A. LATHAM, Ticket Agent.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



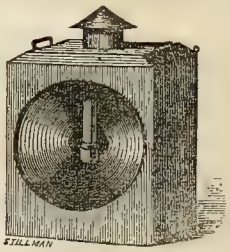
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,

†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,

† je2 No. 15 Pearl Street, Cincinnati.

Louisville & Nashville Railroad.



Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst., for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.

Louisville, Ky., July 1, 1853.—jy14-8w.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

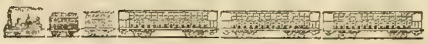
THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

HEMPFIELD RAILROAD.



NOTICE TO CONTRACTORS.

PROPOSALS will be received at Wheeling, from the 15th to the 22d day of August, for the grading of twenty additional sections, and all the heavy masonry on the line of the Hempfield Railroad.

The work now offered includes section No. 1, entering the city of Wheeling, with a small tunnel under the new grave yard, and a high bridge across Wheeling creek.

It includes also an important bridge across the Monongahela river, and another across the Youghiogheny.

Among the sections offered, four a 'between the Youghiogheny and Monongahela rivers, several in the valley of the little Sewickley creek, several on Mingo creek, and three on little Wheeling creek.

On one of the sections east of the Monongahela river is an important job of tressel work.

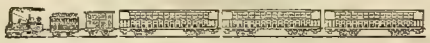
The work now offered is situated in a healthy district of country, and will present attractions to able contractors.

Plans and specifications will be found at the Engineer's Office in Wheeling, after the 15th day of August.

P. S.—The contractor for section No. 57, on which there is an important tunnel, having failed to fulfil the terms of the agreement, the work will be re-let at the same time to parties capable of giving adequate evidence of their ability to carry it through. By order of the Board.

R. T. CONRAD, President.
CHARLES ELLET, Jr., Chief Eng'r. jy21-5t.

NOTICE TO CONTRACTORS.



SEALED proposals will be received at the Engineer's Office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until August 10th, at sundown, for the graduation and masonry of the whole of said railroad, a distance of 125 miles. Bids will be received for any number of sections, the Company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited from contractors of bility for the whole road.

Plans and specifications may be seen at the office after July 1st. J. B. WESTBROOK,
mr24tf Chief Engineer.

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana	1300 tons		Capt. J. Smith.
Mexico	1200	"	Capt. H. Place.
Texas	1400	"	Capt. James Lawless,
Perseverance	1000	"	Capt. Thos. Forbes.
Yacht	500	"	Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3.....McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,
Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,
In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;

Cincinnati,	"	Kountz,	" Saturday;
Brilliant,	"	Grace,	" Sunday;
Pittsburgh,	"	Camphell,	" Monday;
Messenger,	"	Klinefelter,	" Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to
A. IRWIN, JR., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

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Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

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Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
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†mr3

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RAILROAD ELECTION NOTICE.

NOTICE is hereby given that the annual meeting of the stockholders of the Marietta and Cincinnati Railroad Company will be held on the third Wednesday of August, prox., being the 17th day of the month, in Chillicothe; at which time Directors for the ensuing year shall be elected.—This notice is given in conformity with the 7th Rule and Regulation of the Company.

SENECA W. ELY, Secretary.
Chillicothe, July 21, 1853.—jy28-4w.

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Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING.

At No. 167 Walnut St. Cincinnati, O.

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AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 24. CINCINNATI, THURSDAY, AUGUST 11, 1853. Vol. 1.

THE

Railroad Record

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At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting, and time table;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the next issue of

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Containing information relative to all the principal

Railroads, Rivers, &c. &c.

THE ECONOMY OF CAPITAL INVESTED IN RAILROADS.

The Investment of Capital, in regard to its *effect* upon human society, is a branch of Political Economy which has not been sufficiently attended to. A capital which is positively profitable to an individual may be as positive an evil to society; and, on the other hand, a capital may yield a small dividend to the capitalist, and yet be exceedingly profitable to society. It is by no means true that the interests of an individual and the interests of society are the same; or, in other words, that public and private economy are the same. For example, the manufacturer of arms, or of brandy, may accumulate wealth very rapidly; but both articles are positively useless, and leave nothing behind them for society. On the other hand, an investment in the culture of land does a work in every process beneficial to society, and leaves behind it a permanent profit, in the improvement of the country.

In regard to public economy, the manufacture of cloths and the cultivation of the soil are among the most profitable investments; but the investment in railways is of more public profit than either of these useful employments. In illustration of what we mean, let us take some examples which are obvious and plain.

We will take the capital of the Little Miami Railroad as a *base* of comparison. A regiment of soldiers, of 1000 men, costs just about the interest of that capital. The annual cost of that regiment is also just the interest of the same amount of Government Stocks. The same amount of capital invested in a cotton factory will yield about 10 per cent., and employ about 2,000 persons. We have, therefore, the following comparison:

Business.	Capital.	Persons employed.	Receipts.
Railroad	$2,650,000	400	$520,000
Cotton Factory	2,650,000	2000	265,000
Regiment	2,650,000	1000	.....
Govern't Stocks	2,650,000	5	159,000

Now, the actual result of these investments is that the railroad returns to *somebody* (that is to society,) 20 per cent.; the cotton factory 10 per cent.; the Government Stock 6 per cent., and the regiment of soldiers *nothing;* and so of the liquor manufacturer, the result of whose investment is nothing. The last three are all thrown away as regards public economy. Government Stock may be owned by individuals, but in regard to the nation, it is a burden.

It is the manufactory, and the railroad, and the farmer, who alone can compete for the most profitable employment of capital. The factory employs, relatively to the capital, the largest number of persons, and, therefore, may be said, in that respect, to be the most useful. But, on the other hand, the railroad is most permanent—it does not perish so soon. Both answer one of the best purposes for the investment of capital for society, viz.: employment. Look now at the practical workings of capital invested in railroad stock. In 1852, the capital of the Little Miami Railroad was *two million six hundred and fifty thousand dollars;* but the actual *receipts* were *five hundred and twenty thousand*, or 20 per cent. But it may be said that the Company only divided 10 per cent. This makes no difference in *public* economy. The Company received and returned back to the community 20 per cent.; 10 per cent. went to the capitalist, and 10 per cent. went to laborers and artizans—but the whole went back to society. It was not locked up. In five years, the Railroad Company will *return back its entire capital.* The capitalist, indeed, will receive but 50 per cent., but society, including the capitalist, will have received the whole. Supposing money to be worth 6 per cent., the dividends of the Company 10 per cent., and the receipts 20; then the capitalist will accumulate 4 per cent., and society 14 per cent., as a *sinking fund.* Then, at the end of 17 years, the capitalist will have received back his entire capital, principal and interest.—But this result will, as to society, be accomplished in *six years!* If this calculation be pursued, it will be found that the State, the community, the public, will be greater gainers by the investment of capital in railroads which yield only *three* per cent., than they could be by investment, however profitably, in many of the most active employments in business.

The *working* of capital on the interests of the laborer, artizan, and farmer, is that point which chiefly concerns the *public* interest.—When capital is so employed as to be, at every step of its employment, operative in employing labor, in producing useful results, or in facilitating the movements and improv-

ing the machinery of society, then its investment is a blessing, and wealth becomes the means of increasing happiness, and ministering to the wants and welfare of mankind.

It is only in later times that Political Economy has made any inquiries into the *utilities* of capital, in regard to the happiness, as well as profits, of society. Every step in that inquiry will be a step forward in human happiness. Mankind will not long be contented to give money from their own purses to increase the means of destruction, or of misery. There will be a change, too, in the obligations imposed upon society. Men will not be *limited* in their acquisitions, nor taxed to death. But they will be required, as the condition of holding capital, that they shall make it *useful to mankind.* It shall be invested in some way not positively injurious. Even the feudal chiefs were required, in return for the benefits conferred, to employ and support their retainers. Capital in the commercial condition must also do something of the same beneficial work. It must be invested in the useful and virtuous employments—in sustaining, instead of destroying or enervating society.

Railroads.

ELEMENTS OF THE MICH. CENTRAL R. R.

We have before us the Report of the Directors of the Michigan Central Railroad for June, 1853. From this report we gather some facts which may be of interest. The Michigan Central is, in

Length	277 miles.
Cost	$8,859,834
Cost per mile	32,000
Receipts	1,149,537
Expenses	566,721
Net income	582,816
Per cent. paid by net income on total cost	6.6

It seems that the *net income* of the previous year was $604,363. The net income of two years was $1,171,084. From this sum $554,000 was paid on interest, leaving $617,084 net proceeds, applicable to stock. The stock of the Company is (per report) $4,234,000. In two years, however, the Company has *divided* 22 per cent., or $907,000. They had, however, a *surplus* of $76,300, which, added to the net proceeds above, makes $693,000. But, by a diminution of the capital stock in the previous year, the actual amount divided was $724,000, which is *thirty-one thousand dollars* more than the Company had to divide! The result then is that the *dividends* of the last two years consumed $76,000 *surplus,* and *thirty-one thousand dollars to be earned;* making $107,000 more than were fairly earned in those two years. We mention this only because we see that some other companies are doing this same thing; dividing what was never made. The result will be that, in two or three years from this time, the stockholders of certain companies will be grievously disappointed. A better policy would be to divide rather less than what is made, and thus keep something in store against a wet day. The Michigan Central is a good and profitable road, and would be able, with good management, to maintain a dividend of 7 per cent., which is enough.

There are other elements of this road, however, which are interesting. The relative amounts and proportions of the different kinds of business are particularly so, thus:

Total number of passengers	247,552
Through do	77,492
Way do	170,059
Proportion of through to way passengers	10 to 21
Freight, tons	161,226

The principal articles of freight are flour, corn, oats, and lumber. We observe that the flour carried on this road has diminished in the last two years. The amount of flour and wheat together carried on the Central Michigan Railroad, is about equal to two millions nine hundred thousand bushels of wheat, or a little more than usually goes out of the port of Sandusky, O. We suspect, from this, that the surplus wheat of Michigan, Illinois, and Wisconsin, has been considerably overrated.

The passengers' *fare* appears to be from 2½ to 3 cents per mile, a rate altogether too high for a road which has competitors. The charge from Detroit to Chicago is $7, while $4 would pay much better.

Union, Peru and Chicago Railroad—Correction.—In the 23d number of the Record one of our exchanges made us say that the construction of the *Marion and Mississinawa and Logansport and Marion Roads* would lead to the abandonment of the Union, Peru and Chicago Road. *Such is not the fact.* Parties are now on the line, surveying the route between Peru and Chicago, accompanied by a committee of the Directors, who will hold meetings at various points along the line, obtain the right of way, and secure subscriptions as they advance. This road is connected with the Columbus, Piqua and Indiana Road, and will unquestionably be urged to completion by that Company, as an outlet to Chicago. Ex-Governor Bebb is President of the Peru and Chicago portion of the road.

New York Central Railroad.—At a recent meeting of the Directors of this road, Chauncey Vibbard, of Schenectady, was appointed General Superintendent of the road. Carlos Dutton was appointed Assistant Superintendent. Steps were taken to double the track of the road west of Syracuse with all convenient despatch; and the Superintendents were directed to put the whole line in the best possible running order.

A LAKE SUPERIOR RAILROAD.

The Detroit *Advertiser* says:

"A railroad is in contemplation between the western extremity of Lake Superior at Fond du Lac, and the town of St. Paul, in Minnesota territory. The distance is in a straight line only about 100 miles, in a north by east direction from St. Paul. The country through which it is to run is said to be very fertile. If such a route were now opened, with the ship canal at the Sault in full operation, it would be the great commercial communication with the upper waters of the Mississippi, as surely as it proves the easiest and cheapest way to get merchandise either to or from the country lying around the sources of the Mississippi. It is an important work to that section of country, and may be considered a project that will go into operation at a very early day after the completion of the Lake Superior Ship Canal. A charter for it has already been granted by the Territorial legislature of Minnesota, a company organized, and the stock all subscribed for, *of course.* A meeting of the stockholders is to be held at St. Paul during the present month, and preparations are now being made to commence the work immediately.

This proposed road may be considered the pioneer railroad for that section of country. We incline to think it will be the first that will be put in operation, not because it may be considered a part of the northern Pacific or Oregon route, for such it can not be considered, as it will have to pass in too much of a north and south direction to be used for that purpose, but because it will of itself be a profitable link to connect the Mississippi and Lake Superior, and just as necessary as a railroad between the foot of Lake Michigan and the nearest point on the Mississippi. It must succeed, for the enterprise is one that will pay well. With the prospects of a good trade, an increasing population, and a fertile country, a town will soon arise on the St. Louis river, at or near Fond du Lac, which this project will rapidly ripen into a city of considerable importance."

In addition to other benefits, railroads introduced into such portions of our Union would have a beneficial effect in humanizing character, and we should soon hear of but few such occurrences as recently took place at Mackinaw, when the sheriff attempted simply to empannel a jury.

☞ The *Pennsylvanian* of the 18th, says: "The contractors of the Hempfield Railroad are said to be prosecuting their work with great vigor. It is expected that the cars will be running on thirty-two miles of the road by the first of January next, and that the whole road will be finished before the close of the year 1854."

Logansport and Peoria Railroad.—That portion of this road between Logansport, Ia., and Middleport, Iriquois county, Ill., was put under contract to Messrs. Kent & Culver, on the 12th ult. From Middleport to Peoria will be located as rapidly as possible. The whole distance is about 170 miles, and is expected to be completed within the next two years.

THE IRON MOUNTAIN RAILROAD.

Few roads at the West, within our knowledge at least, seem destined to be more successful than this one. Though its location will not warrant very great calculations as a passenger road, for some time to come at least, yet it will eventually be a link, and no unimportant one, in an extended chain of connections from St. Louis to the South and Southwest. Its importance to St. Louis will be very great, and the road should be fostered by her citizens.

In the meantime, while awaiting the completion of the more southerly links in the chain of which it is to form no inconsiderable part, it has an important mission of its own.

The "Iron Mountains," particulars of which can be found on page 91, of No. 6, of the RECORD, lie some 80 miles south of the city of St. Louis, and contain the very best quality of iron ore yet discovered, in inexhaustible quantities—one mountain alone being estimated to contain, above the level of its base, one hundred and five millions of tons — are owned and now being worked by a chartered company. To this mountain this road will run, and over it will be transported the ore taken therefrom, to St. Louis, there to be transformed into every article for which iron is susceptible of being used. Thus not only adding to the wealth and prosperity of that city, but at the same time working out the inevitable effect of iron roads, in the creating of business, populating the country along its line, and promoting the general wealth and welfare of the country. But the effects of ordinary railroads will be poor criterions to judge of the benefits that will accrue from the construction of this road.

Iron, as all know, is the most useful metal known; it is a necessary portion in almost every implement in use, from the tiny needle of the seamstress to the monster iron steamers that float upon the seas; and its manufacture is destined to become the most important branch of the mechanical division of trade. The opening of this road will cause the erection of rolling mills, nail factories, foundries, machine shops, *et id omne genus*, and villages and towns will spring into existence along its line as if by magic.

Immense sums of money are now sent to Europe for the purchase of railroad iron, which would no doubt have been kept at home could the supply of rails have equaled the demand. When this road shall be completed, thus affording facilities for transportation of the ore to St. Louis, large quantities of these rails will be manufactured there, and a great saving made in the ocean transportation, if in no other item. Railroads will henceforth—or until aeronautism shall supersede them — be the means of intercommunication throughout our land, and the demand for rails will be constantly increasing.

In addition to this item of iron, these mountains furnish a splendid article of granite, which could be supplied in St. Louis, for building or other purposes, at the expense of quarrying and transportation; indeed, it might, through the northern railroad connections of that city, be made an article of extensive traffic with the citizens of Illinois, who much need something of the kind. The road will pass through the counties of Jefferson, Washington, St. Francis, and Madison, furnishing means of ready transportation for the products of their lead mines, and thus stimulate business there also.

The road and equipments will cost, as estimated at the present high prices, about $3,000,000. The stock already subscribed is $800,000. Application has been made to the city of St. Louis to subscribe $500,000.—Carondelet is expected to subscribe $100,000. The balance it is proposed to raise by bonds and mortgage in other markets.

We can not see why capitalists should not embark in this enterprise, and we much mistake the foresight of the citizens of St. Louis, if they do not at once seize upon the project and grant the aid required, or even more. No undertaking of the kind could be commenced under fairer auspices, and St. Louis, now dependent upon Pittsburgh for her iron, would then be enabled to supply the entire Mississippi Valley.

Since the above was in type, we have the following additional particulars: Most of the preliminary surveys have been completed, profiles and plans of which are ready. The work on the road is heavy, with three tunnels, rock-work, &c. The mountain is 700 feet above St. Louis, with two depressions between. The road is located from the river Des Peres, down the Mississippi, to Joachim creek, and thence to the mountain. From Des Peres to St. Louis the line is yet left open, awaiting the decision of the towns along the route. The Company will adopt the one of two lines upon which the best subscription can be had. Proposals for contracts on the line have been advertised. We may look for its early completion.

RAILROAD FRAUDS.—The Kenosha *Democrat* says: "We hear that the Racine and Rock River Railroad Company have detected their engineer in extensive frauds, in not only his surveys, but in letting contracts, and that they have commenced a suit against him, and laid their damages at $10,000.

Our Racine friends seem to be peculiarly unfortunate in the commencement of their operations. Besides the unfaithfulness of their engineer, when the city bonds were offered in the New York market, it was discovered that forgeries upon them had been perpetrated, and the sale of the genuine were consequently embarrassed and delayed.—*Janesville Gazette.*

FOX RIVER VALLEY AND WISCONSIN CENTRAL RAILROAD LINES CONNECTED.

At the meeting of the Board of Directors of the Wisconsin Railroad, held at Elkhorn on Friday last, a contract was entered into by said Board and the Fox River Valley Railroad, by which a connection is secured between these roads at the State line, at Genoa, Walworth county.

This connection is regarded as not only highly important to these roads, but to the interests of Chicago. By the construction of the Central to Genoa, and the Fox River Valley Railroad thence to Elgin, where it connects with the Galena Railroad, a large and rich territory, the very heart of Wisconsin, is brought in direct communication with Chicago, and thus a large trade will be secured, which might otherwise be diverted by rival interests.

The meeting was largely attended by those interested, including Messrs. Turner and Van Nortwick, of the Galena, and Raymond, Teft and Smith, of the Fox River Valley Railroad. Miles Smith was appointed Chief Engineer, and ordered immediately to make a preliminary survey, and report the same at the next meeting of the Board.

The early completion of the Fox River Valley Railroad to the State line is now beyond question, the whole line being under contract, and the early completion of the Wisconsin Central also secured by this connection.—*Exchange.*

RAILROAD FROM QUINCY TO GALESBURG—CONTINUATION OF THE MILITARY TRACT ROAD.—The Quincy *Whig* states that stock in this road, to the amount of $375,000, has been procured from Eastern capitalists. The additional amount necessary to be raised is $210,000. Of this amount, fifty thousand has been taken by McDonough county, and a private subscription of twenty-five thousand in the same county is expected to be taken. It is proposed that the city of Quincy, in her corporate capacity, take one hundred thousand dollars, and the remainder is to be raised by individual subscription.

The *Whig* also states that an arrangement has been closed for the purchase of iron sufficient to lay the track from Quincy to Galesburg—twenty-five hundred tons of which will arrive at New Orleans in August, and will be laid down between Quincy and Clayton.

LOGANSPORT, DAYTON AND COVINGTON R. R. This road will pass from Logansport to Dayton, in Tippecanoe county; and thence to Covington, Fountain county, on the Wabash river. It is now being located, and has been put under contract to Messrs. Ferrell & Burt, at $24,100 per mile, to be completed in two years. Payments 40 per cent. cash, balance in stock and bonds.

PACIFIC RAILROAD, MO.

The opening of this road to Franklin, a distance of 40 miles from St. Louis, was celebrated with great rejoicings on Tuesday, the 19th ult. There were some 600 invited guests, in fifteen cars, drawn by the locomotive "St. Louis," built by Messrs. Palm & Robertson, of that city.

Though the day was rainy, the train made good time, and the party enjoyed themselves highly. Numerous speeches were made, and toasts offered appropriate to the occasion.

It was a source of great surprise, to even many of the stockholders themselves, to witness the immense amount of labor that had been performed in constructing portions of this road, which has two tunnels, cut several hundred feet through solid rock, and only half a mile apart; also, several deep cuts and fills near the Merrimac river, together with numerous bridges over small streams.

The work bears evidence of having been done in a masterly manner, such as will entitle the road to rank among A No. 1 in the Union.

The portion already completed is probably the most difficult along the line, and has been some time under way; the remainder, under the energetic supervision of the Superintendent, Mr. O'Sullivan, will advance rapidly to completion.

RAILROAD ADVERTISING.

Our attention has been called to this subject by the following somewhat querulous article in a recent issue of the Eaton *Register*. It says:

"By the way, as a *new mark* of the very favorable consideration in which the interests of our railroad are held by the press of the city of Cincinnati, we may say that, although twice conspicuously noticed editorially in our paper, and advertised also, no paper in the city has yet noticed the fact that a dividend of 5 per cent., for the last six months, was declared by our Board at their July session."

Now, so far as this journal is concerned, the fact *had* been noticed, the accommodating Secretary of that road having furnished us with the information.

The RECORD has had a standing request in its columns, to officers and others interested, soliciting information from head quarters, upon all matters of general interest connected with railroads. If parties will not avail themselves of the opportunity, should any find fault?

It is the aim of the RECORD to be independent of all *outside* influence, and subserve the interests of the railroads of the West and South, by promulgating gratuitously whatever information may tend to their advancement; but it is essential that such information be authentic; and to be reliable should emanate from head quarters. A large portion of the railroad news of our exchanges is made up from hearsay, and other imperfect data; and when we rely upon such, we are frequently led into error—hence our request.

We have no lack of *railroad communications*, sent for gratuitous insertion, the majority of which are but *advertisements*, and should appear as such, being more for the benefit of the parties, than of use to the public. And these communications not unfrequently come from parties *who are not even subscribers to our paper*.

This is all wrong. Newspapers are not published merely to promulgate *gratuitous* information, but in the expectation, while giving a *quid pro quo*, of reaping pecuniary reward. Nor is it unreasonable to expect that those who are pecuniarily benefitted by our labors should be ready to remunerate us therefor.

The railroad interest has become a very important one, second to none—especially in this section of the Union—and needs a reliable medium, through which reliable information can be given and received. The RECORD it is intended shall be such a medium; and while no expense will be spared to make it worthy of, the Publishers hope to receive, the patronage of the railroad community and the public generally.

MISSISSIPPI AND MISSOURI RAILROAD.—The Iowa City *Republican* of the 12th says: "Mr. Dye, the Chief Engineer of the road has his office in this city now fitted up, and has taken possession of it. He informs us that he is going right to work to straighten up the last survey made, so that the road may be ready for letting as soon as possible, which will probably be in less than two weeks from this time. He informs us also that a portion of the road near Davenport is in all probability under contract at this time, as it was ready to be let when he left there. We may no longer doubt whether this road will be built or not—it is as certain as any thing in future can be, that it will be made, and that, too, in perhaps a shorter space of time than any other railroad—of the same length—in the United States has been made."

NORTH CAROLINA RAILROAD.—We learn that at the meeting of the stockholders of this road, held at Salisbury on Thursday last, Gov. Morehead, F. Fries, of Forsyth; Dr. F. J. Hill, of Brunswick, and Mr. Davis, of Rowan, were elected Directors on the part of the stockholders; and at a meeting of the Directors, Gov. Morehead was re-elected President of the road for the ensuing year.

Maj. Gwynn was re-appointed Chief Engineer, at a salary of $5,000, and was directed to superintend the surveys of the roads east and west, at a salary of $3,000 in addition to the $5,000. It is understood that Maj. Gwynn is to reside permanently in the State.

All the State Directors were in attendance. The Directors adjourned to meet in this city on the last day of this month.—*Raleigh Standard*.

CANADIAN INTERNAL IMPROVEMENTS.

We have been quite surprised to find by an article in that capital journal, the *Courier des Etats Unis*, that a gigantic enterprise is on foot in Canada and England to unite the eastern and western possessions of her Britanic Majesty on this continent, and to connect them with New York and Boston by railways. The last session of the Canadian Parliament authorized the fusion, into one consolidated line, of all the principal railroads already built or to be built in that country. This enterprise embraces the improvement which connects Portland with Montreal, while a company is to be formed in England to carry the whole plan into execution. The *Courier* informs us that, when finished, the united work will comprise 1,112 miles. It will cross Canada, Maine, Vermont and New Hampshire, and will link Portland with Lake Huron. The region embraced in its iron band contains three millions of people.

At Portland, the line will find a connection already made by other works which terminate in the north at Halifax, and in the south at New York, through Boston. From the Canadian frontier, at Richmond, there will be a branch to Quebec, connecting that capital with Montreal by a journey of six hours. In time, this lateral improvement may be extended to Trois-Pistoles, Miramichi, and even to Halifax; and when the line touches Montreal, it will connect with three railroads radiating thence to Boston and New York.

But this is not the end of the scheme.—West of Montreal, this great artery will feed the line to Bitours, cross the vast woodland districts of the Ottowa, and unite with the railroad to Ogdensburg, and with the lines to Rane and Cape Vincent, in New York.—From Kingston to Toronto it will traverse the rich region north of Lake Ontario; while at Toronto, it will join the railway of the Ontario, Simercoe, and Huron line, of which one hundred miles are now completed toward Georgian bay, on whose border it terminates. In the same city it will also connect with the depots of the Great Western Railroad from Hamilton to Detroit, two hundred and forty miles long, and a communication with the southwest of Canada, and with the railroad from Detroit to Wisconsin, through Michigan and Illinois. The Great Western line of the Mississippi will also, in all likelihood, connect with this immense Canadian highway.

Of the 290 miles betwixt Portland and Montreal, 250 are already under way, and the remainder will be soon completed. Judging by the receipts of the Canada and Ogdensburg line, it is calculated that the finished sections will yield a revenue of $1,521,000 in 1853. If we deduct fifty per cent. for current expenses, and $300,000 for rent of the roads to Portland, a sufficient sum will still be left to pay the mortgage debt of the company.—It is proposed to build a bridge over the Saint Laurent at Montreal, for the transit of the cars. Messrs. Peto, Brassey & Jackson, of London, have become contractors for this splendid and important enterprise.

The entire capital of the company will amount to $47,000,000, of which $3,417,000 are already subscribed, besides $3,665,000 borrowed on notes, and $4,188,000 embarked in the consolidated companies. This supplies a present active capital of $11,270,000. The balance of $36,230,000 it is designed to raise on stock, credits, and mortgages, payable in twenty-five years. The shares are al-

leged to be already at eight per cent. premium in the London market.

The reader will be struck by the magnitude and daring character of this work, when he reflects that it is chiefly on the great American termini of it — east, west, and south — that it must rely for profit on the enormous outlay. We are aware that Canada is rapidly improving in agriculture and commerce; yet we doubt whether the enterprise in question will be able to encounter competition, during its long and dreary winter, with the more southern improvements across our territory. Still, we hope the project may be finished and become profitable. Political economy dreads an over-crowded land. But when will the millions of acres in Canada become sources of fear from such a cause? A railway like this, with frequent branches to the lakes and the northern forests, can not fail to seduce many a burdened laborer of Northern Europe, who possesses property and prefers to maintain his loyalty to British institutions. The rich agricultural emigrants, it is likely, will continue to settle in Canada. The poor of Ireland and Scotland will seek a denser and richer population among the cities of this Union.—*Balt. American.*

GREEN BAY AND MINNESOTA RAILROAD.

The Wisconsin *Pinery* says:

A notice of the opening of the books of this Company, at Green Bay, will be found in our columns to-day. This is the road, the charter of which was so zealously opposed, on its final passage in the Assembly last winter, by Mr. Ladue of La Crosse, on the ground that the proposed route lies through an unsettled and wilderness part of the State.—The fact is true, but the reason not conclusive against the enterprise; in fact, it may be urged in its favor.

We have regretted all along for many years the disposition, too prevalent, to look with disfavor on the unsettled, or the "wilderness part," as Mr. Ladue calls it, of Wisconsin.—We happen to know that the northern part of it, even to that proposed a year ago last winter to be "set off" into a Territorial Government, is the very best part of the State! This will be thought marvellous, strange, impossible. Time will develope, and we hope not a long time either.

We have faith in the *North*, in its hopes, enterprises, in its bright future. We believe in this railroad scheme, as one calculated to develope the northern part of Wisconsin, though it is proposed to bisect it geographically to the center.

The proposition to connect Green Bay and St. Paul by railroad, will be regarded as Utopian by some; not so by us. It will be a part of a great thoroughfare from the Atlantic, and will lay in its claims for incorporation in the grand scheme to the Pacific. As a summer route, in connection with steamers from Green Bay via Penetengueshine, and the Toronto Railroad, it has an importance second to none of the plans now before the public.

After reading the above, who will say we are *not* a progressive people?

LOGANSPORT AND MARION RAILROAD.—This road is now under contract to Messrs. Ferrell & Burt, to be completed within two years.

KNOXVILLE AND DANVILLE RAILROAD.

We extract the following from the Louisville *Courier:*

The tedious survey of the route of this proposed improvement was completed last week. The result is quite as favorable as was anticipated. The line passes through the counties of Knox, Anderson, and Campbell, in Tennessee, and Whitley, Laurel, Pulaski, Rockcastle, Lincoln, and Boyle, in our State. The Danville *Tribune* is informed that the line through these counties measures one hundred and sixty-two miles, but by connecting and running more directly from a point in Whitley, that sixteen miles of the distance may be saved, and the entire line reduced to one hundred and forty-six miles. The maximum grade on the line run is fifty-two feet. In passing the Cumberland mountains, at Elk Gap, the grade on the Kentucky side is fifty feet, and on the south, or Tennessee side, it is thirty-four feet. The entire line is represented as a very favorable one, as to grades, curves, and magnitude of work. The cost of construction, it is confidently believed by the engineers, will range between $20,000 and $25,000 per mile.

The citizens of Pulaski county being dissatisfied that the town of Somerset was left off the line by the above survey, have fully organized the "Danville, Somerset, and Knoxville Railroad Company," of which the Board of Directors have elected Cyrenius Wait, Esq., President. The intention is to secure the services of a competent corps of engineers, and make an accurate survey of the proposed route *through Louisville* as soon as practicable.

SOUTHWESTERN RAILROADS.—In the Southwestern section of the Union, some improvements of considerable magnitude have been projected and vigorously urged. Among these none, perhaps, are of greater importance than the railroad from Vicksburg, Miss., to El Paso, on the Mexican frontier, or rather to a point on the Rio Grande opposite that city. This work, if completed, would stretch entirely across the States of Louisiana and Texas. The Company was organized on the 26th of April last. The State of Texas has granted a bonus of 5000 acres of land for every mile of road actually constructed, which would be 3,840,000 acres for the entire road; and it is estimated that these, on the completion of the line, would readily command from fifteen to eighteen millions of dollars. It is to be observed that this project is intended as a continuation of the line of railroad from Charleston, S. C., westward to the Pacific, and that already seven hundred miles of the whole nine hundred and fifty miles of the railroad between Charleston and the Texas line, are actually completed, and the remaining two hundred and fifty are in a forward state of construction. San Diego is the proposed Pacific terminus of the whole road.—*Balt. American.*

☞ The Ontonagon Mining Company, of Lake Superior, Mich., it is stated, have sold their rights and privileges and mines to a company of the same title in London, for the consideration of £35,000 sterling, half of which has been paid in cash. The transaction was made on the 29th of June, and the deed of purchase was received by the Arctic.

ST. CHARLES AIR LINE, ILL.

Litchfield & Co. have contracted with the Directors to build the whole road from Chicago to Galena, via Savanna. They have agreed to complete the work in every particular, even to the ballasting of the track—to build the necessary engine houses and water stations—to equip the road with *twelve* first class locomotives, and *two hundred* freight and *ten* passenger cars—and deliver the same to the Company on the 1st day of Jan., 1855.—They likewise bind themselves to have the road in running order (without ballast) on the first day of July, 1855, and sooner if, in the great demand for labor, men enough can be procured to push the work with the speed that the contractors desire. The road is in every particular—in all its furniture and equipments; in the manner in which it is built—to be equal to the best Eastern roads of the age.

The Directors in their turn, bind themselves to furnish the right of way, and to pay the contractors from time to time, and in accordance with the estimates of the Engineer in Chief of the amount of work done, $24,500 per mile. These payments are made by turning over to the contractors a stock subscription to the amount of $1,500,000, (guaranteed by the Company) and in the *bonds* of the Company AT PAR.

The contract requires an increase by the Company of the present stock subscription of $1,200,000 to $1,500,000, of which additional sum Galena is expected to make up $100,000 by city subscription. In reference to these terms, the *Jeffersonian* adds:

The Galena and Chicago Union Road cost $22,500 per mile. At the time the iron was purchased for it the price paid for the best rail was $37½ to $40 per ton. Now the same rail costs $75 per ton. Making the proper allowance for this difference in the price of iron then and now, our readers will agree with us, that the contract made with Litchfield & Co. is, in every respect, highly advantageous to the Company.

PITTSBURGH, MAYSVILLE AND CINCINNATI RAILROAD.—We see that the citizens of Washington, Guernsey Co., O., held a meeting relative to this road on the 21st ult., and resolved to offer the Company a subscription of $125,000 if the road be located through that town, and the Company will erect suitable depot buildings.

What the action of the Company will be, we have yet to learn.

This road is progressing, under the direction of its Chief Engineer, Mr. M'Leod, and will doubtless soon be located throughout its entire length.

The friends of the Cincinnati and Portsmouth Road are looking anxiously for its location in Adams county, at some point in which county it is proposed to connect these two roads. West Union has been spoken of, but thus far nothing definite has been decided upon.

LOGANSPORT AND CRAWFORDSVILLE R. R. This road is being located, and will be sublet in a few days, from Camden, Carroll county, to Jefferson, in Clinton county. H. B. Bradshaw & Co. are the main contractors.

Organization of the Cleveland and St. Louis Railroad Company.—The subscribers to the stock of the Cleveland and St. Louis Railroad Company convened in this city on the 22d ult., in pursuance of legal notice, and elected the following Directors:

Israel Dille, of Newark; B. Barker, J. G. Hussey, H. Griswold, Cleveland; H. N. Day, Hudson; H. H. Dodd, Toledo; F. H. Binkley, Lima.

At a subsequent meeting of the Directors, Israel Dille was elected President, B. Barker, Vice President, and H. B. Spellman, Secretary. The office of Treasurer remains to be filled. Erastus Hopkins has by vote of the Board been appointed General Agent. The principal office of the Company will be established in the city of Cleveland.

On the 29th of March last, the Company proposing to construct the portion of the line in Indiana was organized, and the Board is now constituted as follows:

Erastus Hopkins, of Massachusetts, President; (Gov.) Joseph A. Wright, of Indianapolis; J. G. Davis, Wm. G. Coffin, of Darke county; Wm. H. Harding, of Lafayette; H. H. Dodd, of Toledo; Israel Dille, of Newark, O.; Wm. H. Harding, Secretary; E. M. Benson, of Montezuma, Treasurer.—*Cleve. Plaindealer.*

The section of country to be occupied by the road lies between the Bellefontaine line of road, via Indianapolis, and the Wabash Valley line from Toledo, via Fort Wayne, Logansport, Lafayette, &c., and is an average of some seventy miles in width.

Milwaukie and Mississippi Railroad.—The Milwaukie *Sentinel* thus holds forth in relation to this road:

Great News!—We rejoice to announce that the Directors of the Milwaukie and Mississippi Railroad Company, at a special meeting held yesterday, and by a unanimous vote of the Board, closed the contract for the completion of their road to the Mississippi, at $25,000 per mile, thoroughly equipped. The contractor is Mr. A. L. Catlin, of Burlington, Vt., a gentleman of ample means and great energy. He takes the entire route from Rock river to the Mississippi, assuming the Cook and Sherwin contract from Rock river to Madison, and engages to complete the whole to Prairie du Chien by the 1st day of January, 1855—less than eighteen months from date! The payments are one half stock and the other half bonds. We have only space this morning to felicitate our citizens and our friends in the interior and western counties, upon these auspicious tidings. It is, indeed, great news for our city and State.

A Locomotive without Rails.—The *Courier des Etats Unis* says: A Paris journal gives an account of the invention of a locomotive destined to run on ordinary roads, by Alexandre Levoi. Yesterday we saw this locomotive, attached to a couple of cars, rolling up the streets, turning the most abrupt corners, and advancing and retiring with the greatest ease. The locomotive has a ten horse power, is mounted on four wheels with broad felloes. The inventor seems confident of success.

Franklin, Pickaway and Ross County Railroad.—On the 20th ult., the citizens of the above named counties assembled at Columbus, for the purpose of taking the preliminary steps toward the construction of a line of railroad from Columbus, via Circleville and Chillicothe, to Aberdeen, on the Ohio river, opposite Maysville, Ky.—under the charter of the Company at the head of this article.

It was determined to have the line surveyed from Chillicothe to Aberdeen at once; also to increase the capital stock of the Company; and when sufficient stock shall have been subscribed, that proposals be solicited for the construction of the line between Columbus and Chillicothe.

This is a favorite scheme with the citizens of Columbus, and there is little doubt but that abundant means will be forthcoming to construct the road.

Deserved Compliment.—We note by our New York exchanges that on the day Lieut. Maury sailed from that city, to attend a scientific convention in Europe, by order of this government, a handsome service of plate and the sum of $5,000 were presented to him, on the part of the ship masters, ship owners, and others of that port, as a token of their high appreciation of the value of his "Wind and Current Charts," and other contributions to maritime knowledge, whereby our marine has been enabled to outstrip all competitors.

We rejoice to see this practical evidence of appreciation while the recipient is yet living to have his heart gladdened by such evidence, and that it was not deferred until after his death, and then demonstrated only in a manner which, while it would tell posterity of his worth, would be of no benefit to himself or family.

Jackson Branch (Mich.) Railroad.—We learn from the Tecumseh *Herald*, that this important link in the chain of railroads, connecting the central and northwestern portions of the State with the Southern Michigan Railroad, is now established, and under way to a final and speedy completion. The lettings took place at Clinton last Friday. The grading, bridging, and track-laying of the entire line from Tecumseh and Adrian to Jackson, and the relaying of the old track south, were let to energetic and responsible men, who will push the work through with all practical despatch. It is contemplated by the Engineer and contractors to have the road relaid with T rail from Tecumseh, as far as Clinton and Manchester, this fall; to be completed to Jackson as early next winter as may be. Assessments on the new stock for building this road have been made, payable the four ensuing months, instalments of 25 per cent. monthly, in a sum sufficient to build and equip the entire line.

Correspondence.

EDITORIAL CORRESPONDENCE.

HILLSBOROUGH RAILROAD—PARKERSBURG CONTINUANCE—HIGHLAND FARMING—CROPS—SUPPER IN THE SWAMP—COUNTRY PLEASURES.

Highland Park, (near Hillsborough,)
August 1, 1853.

It is the fashion to run away from the city in summer, and why should I not follow the fashion? Have I not the same rights as other people? I *allow*, as our west country people say, that I have—and here I am in a green highland nest, on the banks of Clear creek, whose waters in this dry time are barely able to ripple over the little pebbles. Clear creek!—thou shalt ever be held memorable for the pawpaws that grow by thy side, the turtles that sun themselves on thy sand, and the corn that grows on thy banks!

The way to get here is by the Hillsborough Railroad, and that is none of the quickest, but a great improvement on the railroads, with rails laid *crosswise*, in old time y'clept *corduroys*. Of those "corduroys" I will give you a little reminiscence. In times (I wont say how long) before the *chemin de fer* (iron railroads) were used with steam, I crossed this country, when I was a country urchin, in a carriage. About twenty miles from here, on the old road, is White Oak creek, and on each side of it extended an immense swamp, whose breadth was twenty miles. In that whole distance there was but one house—the log tavern at White Oak creek—and the whole twenty miles was laid with logs crossed on others lying lengthwise. The whole made a great raft, called a *corduroy bridge*. I think I can hear the carriage now, going *thump, thump!* against the hard logs, and my bones seem to ache in memory thereof. Jolt, jolt, jar, jar—oh! it was hard work. After a while, my dear mother got too tired, and took the baby and I out to walk; and then it was splash, splash!—mud, mud!—oh! what a time!

After a day's work over the *railroad*, we got to that little Eden, the tavern at White Oak. And then *such* appetites, and *such* a supper! I should like to see your city ladies try to set *that* supper out. There was no ice cream there—no blanc mange, no bonbons, no champaign, no sparkling Catawba, no pickled oysters—not a bit of it! No. The lady of the swamp got a better supper than such small apologies for eating. Look at that haunch of venison, hot and smoking!—that fat wild turkey! the squirrel pie! the bacon and eggs! and hot coffee, and clear, straw-colored honey, and white bread! Look at these, and sigh in despair, ye gourmands of the city! And think ye there were no sweet things there? Just look at those preserves, and despair. See, in little dishes, all ranged about, preserved plums, preserved

peaches, preserved apples, preserved blackberries, currant jelly; and for liquor, (tell it not in Gath, nor in the streets of Askalon,) *old whiskey!* Pardon the pioneer, gentle reader. Catawba was not then native to the soil, nor champaign come to the woods.

Such was the *old* railroad—now for the new one. It is 60 miles (as run) from Cincinnati to Hillsborough. The train leaves Cincinnati at half past 2 P. M., and arrives here about half past 6 P. M.—perhaps a few minutes earlier—some 15 or 16 miles per hour. This certainly beats us on the corduroy; but, with due respect to the powers that be, I think might be improved upon, just a little. When I recollect going from Xenia to Cincinnati, 64 miles, in two hours—and that I went, in New York, 84 miles in 2 hours and 20 minutes—I think this 60 miles might be made in 2½ hours. Not to do it, is a great inconvenience to the inhabitants here. It now takes 3½ hours to go down, and rather more to come back, consuming at least 7 hours in making 120 miles. This should be reduced, at least, to 5 hours, which would give two hours more for business in the city. The *charge*, also, is too high for the real profit of the Company. I believe that any railroad charging more that *two* cents per mile, is a decided *loser* by the operation. If there are 100 passengers go from Hillsborough to Cincinnati at $1.75, I am very sure that 200 would go at $1.20; and if the price were reduced to 80 cents, (1½ cents per mile,) there would be 400 go, where there are now 100. But I suppose we must wait for this till the *competition* comes in the eastern lines, which will be but a year or two longer.

The Parkersburg continuance of the Hillsborough Road appears to be going on with great activity. Much work on the grading is done, in the neighborhood of this town. Among the first things which strike the eye in the eastern *environs*, are the "shanties" of the Irish, interspersed among the greenwood trees, producing quite a picturesque effect.—Verily, the spade and the axe are mighty achievers! Behold the leveled forests, the long roads, the canals, the farm fields!

Appropos of farms. Here I am at Highland Park, and a more beautiful farm you will hardly find. Yonder is Clear creek, winding through the pawpaw bushes and sycamores; while between me (at this nice *studio* window,) and the creek lie fields of tasseled corn, and meadows just bereft of the hay, which is piled up in yonder cocks. On one side are the orchard and gardens, and on the other—the park, as I call it—one hundred and seventy acres in one fence, filled with lofty sugar trees, walnuts and oaks—the green sward beneath, no weed to be seen—and the nice, sleek cattle browsing around. There goes a gray squirrel, with his tail up, running for dear life! There he goes, up the tree, and you see him no more. He is nestling among the green leaves. He is the beau of the woods, quite a fop in his way. His wardrobe is not very extensive, but then he keeps it very clean; cultivates whiskers, and shows the tail of his coat, as if he thought it was made by the best of tailors—and so it was. The fashion of that coat never has been beat. He is quite a wit, too, cracking his jokes, as well as his nuts. He will sit out on an old limb, laughing and cackling at the way he outwitted you, making the telegraph with his nose, saying "You *cant* come it this time, Uncle Ned." Go your way, my fop of the woods; I never harmed any of you. What is that? Ah! my little red bird, I have not seen you 't is many a long year. Do you remember the time when you came to peck at our window, in the cold, cold winter? Hie away. The woods are green, and it is your summer yet. Hark! There is the clear voice of my oldest and best friend of the woods. How far back, in time when the world was fresh and beautiful, passing by in cloudless glory, did I first hear that shrill whistle? Never mind, the world is fresh, if I am not. How do you, Mr. Quail? I am glad to see you so hearty and contented. Did the mowers break up your wife's little nest, and send the birdlings half-fledged through the field? It was cruel; but so they do to proud man himself, turning the cotter from his home, and his children out into the cold winds of adversity!

And so I pass through the park, feeling the influence of the soft green, the gentle winds, the companionship of its inhabitants—all recalling the verdure of life, in memory; but, alas! unable to recall those with whom those memories are associated forever!

The crops look well. The rains have come in time to freshen and fill out the corn; and there is little doubt of a full harvest of that great staple. Indeed, I have no doubt that, with the exception, perhaps, of oats, we shall have a full crop of all our grains. The wheat crop is, I am satisfied, an average one. I should not be surprised if it were more. The fly, which has been much complained of, only appeared in *spots*, while the general wheat crop was very good.

One of the staple articles of Ohio now is wool, and it is fortunate that it has become so; for it not only gives a variety to our culture, but it is a *paying* crop. Two years since I visited the great woolen factories of New England, and was satisfied that wool must henceforward bear a good price. This has proved true. Our wool crop pays well. We have now near four millions of sheep in Ohio, giving a clip of above ten millions of pounds. The wool will *average* this year 40 cents per pound, making an aggregate of four millions ($4,000,000) in value for this single article. Three fourths of this is exported—much of it to the great factories for shawls and *mousselin de laine*, at Lawrence, Mass., and Manchester, N. H. There the farmer and manufacturer meet together in common interests, and both are aided incalculably by railroads, facilitating their intercourse. The day is past when our American manufacturers have anything to fear from European competition. They will stand now against the world, and incalculable is the benefit to the farmer.

E. D. M.

Dust Rejector.—The important problem, how to avoid the annoyance of dust in railroad traveling, which is the most objectionable feature in this mode of conveyance, is apparently solved by the Reading Railroad Company.

The method adopted is by hanging a breadth of painted canvass from the base of each car, reaching to within six inches of the rail, and extending along the entire train. The spaces between the cars are covered with an apron, connecting with the platforms of each car, and covering the bumpers, which prevents the dust rising between the cars, while the pressure of the atmosphere on the vacuum created by the motion of the cars, prevents the dust from being forced out at this point.

The unsightly and expensive expedients hitherto devised to effect this object, which, in every case, have proved a failure, have, by this simple contrivance, been entirely superseded, and bright visions of future railroad traveling opened to our imagination. This invention is by our ingenious townsman, James Milholland, Esq., devised by him, we understand, over three years since, but never applied on the road until the past week.—*Reading Journal.*

New Orleans, Opelousas and Great Western Railroad Company.—At the recent election, the following gentlemen were chosen Directors:

J. H. Overton, Ambrose Lanfear, M. O. H. Norton, R. B. Sumner, J. Y. de Egana, A. Chiapella, J. W. Stanton, L. Leon Bernard, A. B. Seger, H. R. W. Hill, Phillip Simons, and P. Lobit, of New Orleans; E. H. Martin, of St. Landry; Harvey Hopkins and Alex. Declouet, of St. Martin; Robert Cade, of Lafayette; Geo. S. Guion, of Lafourche; Van P. Winder, of Terrebonne.

This is emphatically a strong ticket, composed of energetic, intelligent, and zealous citizens, under whose enlightened direction this great work will be pushed forward with all practicable haste.—*Bee.*

Milwaukie and Watertown Railroad. The *News* says: "We are informed that 1700 tons of iron have been purchased by Mr. Bishop, in the city of New York—enough to lay the track from Powers' Mill to Oconomowoc, about two thirds of the entire road. It will be here in September. The road is under contract to sub-contractors the whole distance. A large number of hands are employed, and the road is going ahead as rapidly as its most sanguine friends could desire.—We understand it is the intention to have the iron laid from here to Oconomowoc by the 1st of January next."

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	97	98
Do do	Coupons. Not Taxed	6	1875	95	98
Do do	" "	6	1880	95½	97
Do do	"	7	1860	95¼	97
Do do		6	1885	92	93
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	99	100
Do Mississippi	1st " "	7	1862	95	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	124	130
Do do do	" 3d " not convertible	7	1862	96	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	106	106½
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	93	95
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852-4	7	1858-61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	95	97
Do do	2d " "	7	1866	94	97
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	113
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	105	106
Do Southern	1st " " "	7	1860	104⅜	105
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
New Albany and Salem	" on 1st section	10	1858-62	108	110
Do do	1st " on other sections, convert.	8	1864-75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	118
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	91	92
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104¾	105
Do do	2d "		....	93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865-6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	127
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	103	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Steubenville and Indiana	1st " "	7	1865	93	94½
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	70	73
Bellefontaine and Indiana	50	100	103
Chicago and Rock Island		97	100
Cincinnati Hamilton and Dayton	100	114½	115
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	131	137
Cleveland, Painesville and Ashtabula	100	140	145
Cleveland and Pittsburgh	50	95	97
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	116	118
Covington and Lexington	50	74	76
Dayton and Michigan	50	57	65
Dayton and Western	50	80	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100	135	137
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	103	106
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	73	75
Little Miami	$50	119¾	121
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		
Macon, Georgia		107	109
Mad River and Lake Erie	50	96	101
Madison and Indianapolis		85	87
Marietta and Cincinnati	50	74	90
Maysville and Lexington		60	75
Michigan Central		107	108
Michigan Southern		120	121
New Albany and Salem	50	65	70
New York and Erie	100	75	97
Northern Indiana		119	120
Ohio Central	50	95	100
Ohio and Mississippi	50	93	95
Ohio and Pennsylvania		90	100
Panama		111	112
Pennsylvania	50	99½	100½
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		107½	108¾
Toledo, Norwalk and Cleveland		146	153

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	109¾	110
Do	6	1862	116¼	117
Do	6	1867	121	122
Do	6	1868	121	122
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	91	92
Do Interest do		....	61½	62
Indiana	5	....	99¼	99½
Do	2½	....	55	56
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¾
Do 15 years	6	....	108	109
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107¾	108
Do	6	1870	115½	117
Do	6	1875	115	117
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	94½	95
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109
City Securities.				
Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	107½	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103¼
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	103	104
Do	5	1890	105	107
Philadelphia	6	1876-90	105	106
Pittsburgh	6	1869-71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1879	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			105	106
Lafayette, Cincinnati, (closing)				
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			115¾	116
Northern, and Branches			117¾	118
Southern, and Branches			103	106
Bank of Louisville			116¼	118
Kentucky Trust Co			101	102
Farmers' Bank of Kentucky			105	107
Newport Safety Fund Bank			100	102
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
MISSOURI.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			98	100
Planters'			97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 60	@	16 80
Patriot Doubloons	15 80	@	16 00
Sovereigns, light	4 85	@	4 88
Sovereigns, heavy	4 87	@	4 90
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 05	@	1 05
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$186	$190
80 acre warrants	93½	96
40 acre warrants	46½	48

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Wednesday, Aug. 10, 1853.

20	Shares	Kentucky Trust Co. Bank stock	passed.
10	"	Do do do	98 50
9	"	Cincinnati and Harrison Turnpike stock, per share	13 50
50	"	Covington and Lexington Railroad stock	passed.
22	"	Covington and Lexington Railroad Co. stock, bid	72 75
100	"	Mad River and Lake Erie Railroad stock	passed.
11	"	Eaton and Hamilton Railroad Co.	passed.

MONETARY.

The Money Market at the East is very unsettled, and Money is in active demand at increased rates of interest, say 7@10 ℔ cent. for call loans; street rates are much higher. The Banks generally are strong, and continue to increase their cash resources by calling in their loans. This has a bad effect upon the Stock Market, compelling holders to bid high for money, or be compelled to force the sales of Stocks. The change in prices of Stock the past week has been quite marked. We give a few examples:

	July 29.	*Aug.* 4.
Erie Road	78	75
Harlem Railroad	61½	58
Hudson River Railroad	71	70
Crystal Palace	132	117
Michigan Central Railroad	112¾	106
Madison and Indianapolis R. R.	100	85
New York and New Haven "	105	101
Panama "	120	111

The immense amount of Specie (some $23,000,000,) now locked up in the Treasury of the United States also aids in causing the stringency. Secretary Guthrie is taking steps to disburse a portion by purchasing Government Bonds due in 1867, at a premium of 21 ℔ cent. and interest, to the amount of $5,000,000. This will have a tendency to relieve the Market.

The heavy importations, prospect of war making the shipment of specie unavoidable, joined to the pressure of the Banks, easily account for the stringency of the Market. Should the war cloud blow over and peace become a certainty, our foreign shipments of specie will not necessarily be so heavy.

The Stock Market is very unsettled. Fancy Stocks are declining rapidly; the better class of Stocks are withheld from Market until money is easier.

Foreign Exchange has been very unsettled also—ranging from 109⅞ to 110½ on time, and resold by the purchasers for cash, at 108 to 109½. Leading drawers offer at 109½.

At the West, the Money Market has been somewhat influenced by the Eastern panic, though the demand for Money has been fully met at 8@12 ℔ cent. for street rates.

The Stock Market is quiet—nothing offering. But little of Western Stock is offering at the East. Our quotations are made up from Eastern advices, and show a decline in some of the roads, which may be attributable to the panic in a great degree.

Exchange has remained at ½ ℔ cent. until within the last three days, when it advanced to ¾, at which we quote it.

We quote the following

DIVIDENDS:

Galena and Chicago Union R. R., semi-an...11 ℔ cent. (with a surplus of $30,000.)
N. Y. Life and Trust Company.... " .. 5 "
Brooklyn and Jamaica R. R..... " .. 3½ "
Manhattan Company..... " .. 4 "

We learn from the Cincinnati *Commercial* that a package of the bills of the "Ironton Bank," at Ironton, O., has been stolen from the Register's Office, at Columbus. The bills had received the signature of the Register, and only required the signature of the Bank officers to make them perfect. The public had better refuse all the bills of this Bank, until the matter is arranged satisfactorily.

United States Coinage.—The statement of the coinage at the Philadelphia Mint, for July, exhibits the following results:

GOLD.	*No. Pieces.*	*Amount.*
Double eagles	50,228	$1,004,560
Eagles	20,860	208,600
Half eagles	43,000	215,000
Quarter eagles	83,216	208,040
Gold dollars	60,276	60,276
	257,580	$1,696,475
Fine gold bars		$2,762,993
Total		$4,459,469
SILVER.		
Half dollars	552,000	$276,000
Quarter dollars	1,404,000	351,000
Dimes	540,000	54,000
Half dimes	580,000	29,000
Total	3,076,000	$710,000
COPPER.		
Cents	183,228	$1,832 28
Gold bullion deposited		$3,491,000
Silver bullion deposited		611,000

An Immense Balance Dock Projected. Mr. Wm. H. Webb has just commenced the construction of a balance, of sufficient power to raise with ease the largest steamships or man-of-war with all their coal, cargo, and armament on board. The actual lifting power will not be less than *eight thousand tons.* This dock is to be built for the New York Balance Dock Company, who now have their works at the foot of Rutger's street, at a cost of about $150,000. The dock is to be built at Williamsburg, and is to be finished next winter. Its dimensions will be as follows:—Length, 375 feet; breadth, 99 feet; and depth, 38 feet. It will be built of plank and timber, and strengthened by an immense trussed frame. In point of size, it will far exceed anything of the kind yet built in the United States.—*New York Express.*

☞Can the *Guernsey Jeffersonian* inform us where that article headed "*Railroads—their necessity as a means of Wealth and Prosperity*"—which appeared in the issue of Aug. 4th, came from? It reads very much like an article on that subject which originated in the Record.

WATER ON THE CARS.

Who of our readers has not ridden for hours in a crowded railroad car, panting with heat, suffocated with dust, and suffering with thirst to a degree that would render a drink of cool water an inappreciable luxury? Not many we presume have escaped this infliction, and they can properly value the following paragraph, showing that in some parts of the world the necessary wants of the traveler are not overlooked. We know some railroads in this vicinity that would do well to take a hint from this Eastern road, and show a proper consideration for their passengers, by not allowing trains to depart without each car being furnished with a full supply of pure cool water:

Cold Water in Railroad Cars.—A silver urn, with iced water, is carried through the cars of the Boston and Worcester Railroad, at proper intervals of time, by a lad especially employed for that object—the urn being strapped to the boy's shoulder, so that passengers, with a silver goblet with which they are furnished, may help themselves. The little water bearer, whose presence is so grateful to travelers, is a constant attendant upon the train to which he is attached; and valuable as the refreshment is which he bestows, he is not allowed to take any pay from the recipients.

We clip the above from the Baltimore *American.* We do not know what road is referred to, as needing such a hint. All of our Western roads, we believe, have water furnished the passengers several times, when the route is of any length. But when we come to the *silver urn and goblet,* we acknowledge beat, as all the roads we have traveled upon, leading from our city, use a *tin tea kettle,* with common glass tumblers—more democratic, and quite as effective.

Vermillion Railroad.—This is a road recently located through Ashland county, O., in nearly a north and south direction. It commences at New London on the Cincinnati, Columbus and Cleveland Road, in the southeast corner of Huron county; running thence to Ruggles Corners, Savanna, Ashland, Jeromesville; and thence southwardly to a point upon the Ohio and Pennsylvania Railroad, in Washington township, Holmes county, where it intersects the Springfield, Mt. Vernon and Delaware Road.

We have no further particulars relative to this road.

North Missouri Railroad.—The people of Davis county, Iowa, held a meeting at Bloomfield on the 9th ult., and requested their county judge "to submit the proposition to the people at the earliest practicable period, for a vote for or against a subscription by the county for $100,000 stock in said road."

Central Ohio Railroad.—We see that Mr. Geo. W. Fulton, late Superintendent of the York and Cumberland Road, has accepted the office of Superintendent of the Central Ohio Road, and will enter at once upon the discharge of his duties.

Miscellaneous.

SAVANNAH, GA.

INVESTMENTS, IMPROVEMENTS, ETC.

It affords us great satisfaction to witness the energy with which the citizens of Savannah are urging forward improvements for the benefit of the trade of that city. They take a common sense view of the matter, knowing well the truth of the old adage, that "nothing venture, nothing have." The city has made a large venture, and is being well repaid therefor.

From some one of our numerous exchanges, (we do not remember which,) we take the following statement of the various investments made by Savannah since 1839, when her population did not exceed 7,000, which will, we trust, prove interesting to our readers. It was furnished by the Mayor of Savannah, at the solicitation of the Mayor of Charleston:

The first bonds issued by the city of Savannah in 1839, amounted to $500,000, payable in twenty years, the interest at seven per cent., payable semi-annually at the Manhattan Company, New York. They were issued for $500,000 Central Railroad stock. The city has redeemed, before due, $279,000.—For the $221,000 outstanding, the city holds $285,000 of that stock, which is now selling in this market at $120 for $100 paid. The stock pays regularly eight per cent.

The next issue of bonds was $150,000 for stock in the Southwestern Railroad. The city holds stock for $150.000, paying eight per cent., and selling at 2 per cent. premium.

The next issue was of like bonds, $200,000 for stock in the Augusta and Waynesboro Road, which road will be opened next October. The Company pays the city seven per cent. interest on its subscription until the road is finished.

The city issued $100,000 of bonds for stock in the Columbus Branch of the Southwestern Railroad, now just opened and incorporated into the Southwestern Company, a stock paying eight per cent.

Bonds to the amount of $28,000 were issued as the purchase money of one thousand acres of land adjoining the city. About one hundred acres have been sold for more than the purchase money, a public cemetery of more than one hundred acres has been laid out, and the residue of the land is worth this day over $60,000.

Five thousand dollars of gas stock bonds have been issued. The city holds gas stock (now worth $32 for $25 paid,) to the amount of $17,000, paying eight per cent.

Five thousand dollars of bonds have been issued for stock in the Ogeechee Plank Road. The road will soon be finished, and will pay eight per cent., or more.

There is being issued a sum of $200,000 for City Water Works, which the city is itself erecting—these are disposed of here as the work advances, at an average premium of two per cent.

In the aggregate, then, the city bonds now out, amount to $709,000, and they will amount to $909,000 when the Water Works are completed: and the city holds stock and land purchased with those bonds, which it could sell in thirty days for over $800,000, and will have the Water Works built in fair time, to represent the Water Works bonds when issued.

In addition to the foregoing, the city has authorized the issue of $160,000 of bonds for improving the navigation of the river Savannah. This issue it is confidently believed will be protected by Congress, the work being one of a national character.

A subscription of $100,000 to the Savannah and Pensacola Railroad, upon certain conditions, has also been authorized. A considerable time must elapse before any issue of bonds will be made to pay for this subscription. In addition to the stock and land, which represents these bonds, there is an active city property of the value of two millions, bound for their redemption. The city is under no liabilities beyond these bonds.

ANCIENT CAVE IN NEW HAMPSHIRE.

The following interesting account of the discovery of a cave, divided into apartments, with various coins, implements, &c., in the mountains of Franklin county, New Hampshire, we translate from the *Courier des Etats Unis:*

While examining the ground for the line of a new railroad, the rain, sleet, snow and wind, compelled these gentlemen (the engineering party,) to seek a shelter in the mountains. The Christopher Columbus of the expedition, Mr. Samuel Emerson, soon found a shelter under an overhanging crag. Then, whilst one was attempting to dry his clothes, and another had given himself up to philosophical reflections, and while Captain Edwards was attending to a bruise from which he was suffering, the restless Emerson observed a rock which appeared somewhat singular. To raise it, discover an opening, perceive a stairway, and to enter into a grotto, were but the work of a moment. The first apartment discovered, and the only one which they have yet entered, was 40 feet high, 94 feet long, and 63 feet wide. But the entrances to a number of other subterraneous apartments were seen, all of which they propose exploring hereafter.

At that time they contented themselves with carrying away with them several vases filled with pieces of silver, iron and brass, which Captain Edwards asserted resembled no other specimens of medals that he had ever studied. They also found arms of the greatest antiquity, and finally rolls and packages of a kind of material entirely unknown, and upon which were traced characters which no savan has yet been able to decipher.

Perhaps some Indian Herod may have left these in the dust—curious mementoes of the Prophet Incas, Mexican Emperors, the architects of the gigantic Pyramids of Yucatan and New Mexico, and of those Chiefs of great armies, who have left the trace of their power in the *mounds* of Ohio. Perhaps we are about to learn whether or not the Huron and the Seminole descended, like ourselves, from the Adam of the Bible, who ate apples in Asia. To accomplish this, but one thing is wanting, and that is the ability to decipher the manuscripts so miraculously discovered.

FRESNEL LIGHTS.

Lieutenant Bartlett, United States Navy, is now in Paris, superintending the purchase of two or three of the Fresnel Lights, the advantages of which are thus pointed out in a letter from W. C. Bryant, Esq., of the New York Evening Post:

"The invention of Fresnel is one of the most beautiful examples we have of that skill by which the apparently bare phenomena of science are forced into the service of man.

Light, you know, radiates in all directions. Place a lamp in a tower on a seacoast, and part of its rays are wasted on the clouds above it, part on the earth below, and part to the right and left, where they are not wanted. By a most ingenious arrangement of prisms, Fresnel collected these useless rays and sent them forward in a horizontal direction, parallel with the surface of the ocean, where they must meet the eye of the mariner. An intense light, by this concentration of its beams, is obtained from a single lamp. I desired to see an example of the effect produced, and a lamp placed within one of Fresnel's circles of prisms, while I stood at a distance of twenty feet or more. It blazed into my eyes like the rising sun, and I could not bear to look at it.

The great advantage of Fresnel's apparatus lies in the strength of the light which it throws in the direction where it is wanted; but it has two other important recommendations; its economy, and the ease with which it is kept in order. With a single lamp it does what in the old method required thirty, and it dispenses altogether with the clumsy contrivance of reflectors, which are constantly becoming tarnished and wearing out. The supply of oil which is needed is, of course, comparatively trifling."

These lights, it is stated, have been adopted by the English government in many instances.

CURIOSITIES OF THE LOCOMOTIVE. — Our first class narrow gauge engines weigh, empty, 44,000 lbs., and are worth 16 cents per pound. They will consume one cord of wood and 1200 gallons of water per hour, and will generate 275,000 cubic feet of steam per hour, of a pressure equal to that of the atmosphere. Their heating surface is of the extent of the bottom of a boiler 34 feet in diameter. The strain upon the iron of the shell of boiler, to burst it open lengthwise of the boiler, is from 6,500 to 11,500 lbs. per square inch under ordinary pressures. There is also an additional strain of about 4,000 lbs. per square inch exerted lengthwise of the boiler to pull it apart crosswise. The whole pressures exerted against all the internal surfaces of the boiler amount to 20 millions of pounds, or 10,000 tons! The usual distance traveled by the locomotive, being in motion but about one eighth of the time, is equal to once around the globe every year.

In going 60 miles an hour, 88 feet are traversed per second. Five revolutions of the driving wheels are made, requiring 20 strokes of the piston, and 20 intermediate periods of action of the valve, equal to the division of a second into 40 parts.

ACKNOWLEDGMENTS.

HUNT'S MERCHANTS' MAGAZINE for August, with its usual complement of useful and interesting matter, is at hand. This magazine is truly deserving of the extensive patronage it receives, and should be in the hands of every man desirous of keeping up with the business operations of the country. We notice that it has complimented the RECORD by transferring two articles from its columns, with the due credit—the first, "The Debt and Credit of the Country," the other "Statistics of Ohio Agriculture."

RAILROAD ELECTION NOTICE.

NOTICE is hereby given that the annual meeting of the stockholders of the Marietta and Cincinnati Railroad Company will be held on the third Wednesday of August, prox., being the 17th day of the month, in Chillicothe; at which time Directors for the ensuing year shall be elected — This notice is given in conformity with the 7th Rule and Regulation of the Company.

SENECA W. ELY, Secretary.
Chillicothe, July 21, 1853 —jy28-4w.

NOTICE.

AT a regular meeting of the Board of Directors of the Cincinnati, Indianapolis and Chicago Railroad Company, held at Brookville on the 25th inst., GEORGE HOWLAND, Esq., of that place, was elected President of said Company.

By order of the Board.

J D. HOWLAND, Sec'y.
July 26, 1853.—au4-3t.

CARDS.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

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July 7th†

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WHOLESALE DEALERS IN
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Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

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Sheet, Boiler, and Bar Iron,
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Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

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BEGS to inform Printers, and the public, that he has purchased the *old Established Foundry of*

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and that he is now prepared to execute all sorts of work in the line of his business.

Having been for upward of twenty years in the well known Type and Stereotype Foundry of L. JOHNSON & CO., Philadelphia, he hopes to be able to satisfy all who may favor him with their patronage.

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TYPE OF EVERY DESCRIPTION,

From the foundry of L. Johnson & Co., will be furnished at their prices.

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WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

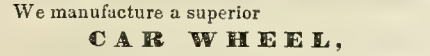
BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

FULTON CAR WORKS,



CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

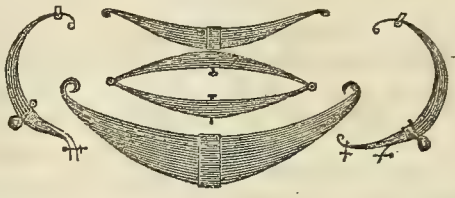
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in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,

†ap14. Fulton Car Works, Cincinnati, Ohio.

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Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

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A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
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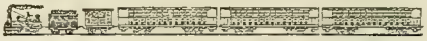
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Will make liberal CASH ADVANCES on consignments to their address. †mr24

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

The above letting is postponed until August 20. Specifications will be ready ten days previous.

ROBERT MAC LEOD,
Chief Engineer.

M'Connelsville, June 4, 1853. je16w10

RAILROAD TIMBER.

BRIDGE, DEPOT, and other Railroad Timber of first quality, sawed and hewn of any required length and size, to order.

Also, **1,000,000** ft. superior quality of LUMBER, well adapted for House Finishing and Flooring, delivered on short notice to any point on the Ohio river.

All Railroad Timber and Clear Lumber warranted. Bills for the same are solicited.

Address, J. SHIPPEN,
jy14-tf. Cincinnati, Ohio.

IMPORTANT TO

RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus.

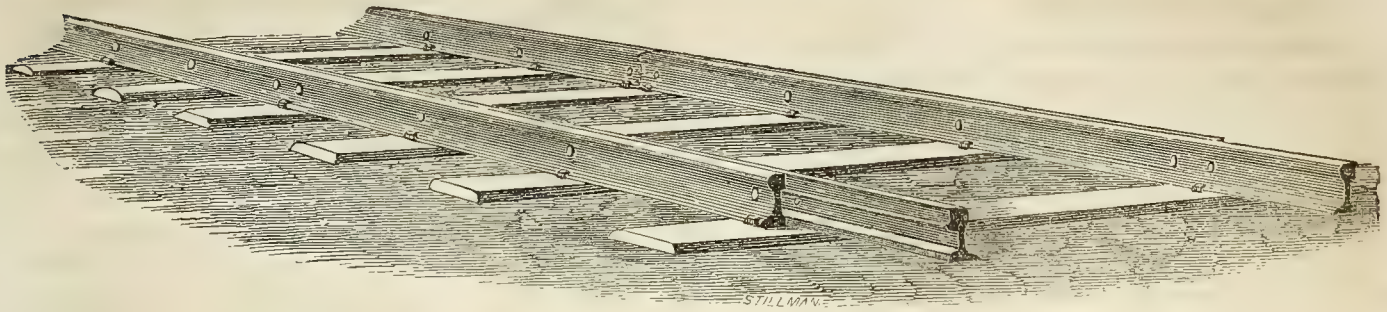
"GARDNER'S ROCK DRILL."

DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
je30† Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Cincinnati, Hamilton & Dayton R. R.

WEST LINE.

Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Four Daily Trains.

First Train—Accommodation Express, at 6½ o'clk, A. M.
Second Train—Lightning Express, at ....7½ " A. M.
Third Train—Accommodation, at.....2 " P. M.
Fourth Train—Evening Express, at.....5 " P. M.

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 o'clock A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago.
Through from Cincinnati to Chicago direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago.
Through from Cincinnati to Chicago direct.

Indianapolis, Terre Haute and Lafayette.

First Train—Accommodation—leaves Cincinnati at 6.30 o'clock A. M., and Second Train—Lightning Express—leave Cincinnati at 7.30 o'clock A. M.
Through from Cincinnati to Indianapolis same day.

Eaton, Richmond, and Centerville.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—Evening Express—5 P. M., connects at Hamilton to Eaton and Richmond, connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fourth Train—Evening Express—at 5 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Huntsville.

Third Train—Accommodation at 2 o'clock P. M., connects at Dayton for Huntsville.

Oxford and Connersville.

First Train—Accommodation Express at 6.30 o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fourth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	6 75
Do	do	Chicago via Toledo	11 50
Do	do	Sandusky	5 00
Do	do	Clyde	—
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 50
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

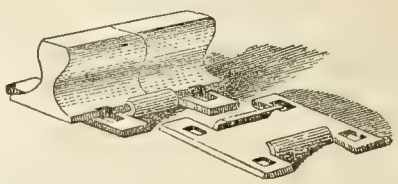
For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., and at the ticket office, Cincinnati.

jy20 W. A. LATHAM, Ticket Agent.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glenn Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



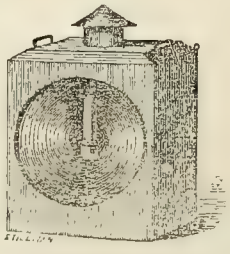
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
† je2 No. 15 Pearl Street, Cincinnati.

Louisville & Nashville Railroad.

Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst, for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.

Louisville, Ky, July 1, 1853.—jy14-8w.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c, from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St, Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

HEMPFIELD RAILROAD.

NOTICE TO CONTRACTORS.

PROPOSALS will be received at Wheeling, from the 15th to the 22d day of August, for the grading of twenty additional sections, and all the heavy masonry on the line of the Hempfield Railroad.

The work now offered includes section No. 1, entering the city of Wheeling, with a small tunnel under the new grave yard, and a high bridge across Wheeling creek.

It includes also an important bridge across the Monongahela river, and another across the Youghiogheny.

Among the sections offered, four a between the Youghiogheny and Monongahela rivers, several in the valley of the little Sewickley creek, several on Mingo creek, and three on little Wheeling creek.

On one of the sections east of the Monongahela river is an important job of tressel work.

The work now offered is situated in a healthy district of country, and will present attractions to able contractors.

Plans and specifications will be found at the Engineer's Office in Wheeling, after the 15th day of August.

P. S.—The contractor for section No. 57, on which there is an important tunnel, having failed to fulfil the terms of the agreement, the work will be re-let at the same time to parties capable of giving adequate evidence of their ability to carry it through. By order of the Board.

R. T. CONRAD, President.
CHARLES ELLET, Jr., Chief Eng'r. jy21-5t.

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.

CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

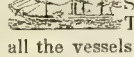
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana....1300 tons..... Capt. J. Smith.
Mexico.....1200 " ..... Capt. H. Place.
Texas.....1400 " ....Capt. James Lawless,
Perseverance.1000 " ..... Capt. Thos. Forbes.
Yacht..... 500 " ..... Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

And at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route
TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;
Cincinnati, " Kountz, " Saturday;
Brilliant, " Grace, " Sunday;
Pittsburgh, " Campbell, " Monday;
Messenger, " Klinefelter, " Tuesday.

☞ Leaves Cincinnati at 10 o'clock A. M.

For tickets or information apply to

A. IRWIN, Jr., & Co.,
22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
" *Hoosier State*.. " J. J. Wright.



The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.

Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,-10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co 's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

†mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.

Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St., Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

Branch Office, No. 30 West Third St., Cincinnati, Ohio.

Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
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AMBROSE W. THOMPSON, Vice Pres't.

CHARLES G. IMLAY, Sec'y and Treas'r.

PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.

WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce buiness only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

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JUST PUBLISHED.

The Merchant's & Banker's Almanac

For 1853.

Containing

I. Calendar & Memoranda of Important Events.

II. List of Banks in the United States. Location; President; Cashier; and Capital of each.

III List of Private Bankers in ninety cities and towns of the U. S.

IV. List of Private Bankers and Members of the Clearing House, London.

V List of Private Bankers in Europe, Asia, South America, &c.

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VII. New varieties of Gold and Silver Coins—Counterfeit Coins and Bullion.

VIII. Commercial and Exchange Tables of European countries.

IX. Remarks on the great Scarcity of Silver Coin.

X. The London Quarterly Review on the Gold Question.

XI. Law to establish a branch Mint in California.

XII. Gold and Silver.—Their Supply, Production, and Relative Values.

XIII. The Prospective Value of Gold.

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XV. Curious Facts relating to Gold.

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XVIII. SEVENTY THREE ENGRAVINGS of recent English, French, United States, and South American Gold and Silver Coins.

One Volume Octavo, 180 pages. Price One Dollar. Copies forwarded per mail to order. The trade supplied by

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H. W. DERBY, Cincinnati.

J. SMITH HOMANS,

New York.

Office Bankers' Magazine, No. 167 Broadway.

SOLID HUB CAR-WHEEL,

Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

HOLLIDAYSBURG, PA., March 7, 1853

We, the subscribers, have been using Kelly & McLanahan's solid hub Car Wheel, manufactured at Gaysport Foundry, Blair Co, Pa, during the past two years, and recommend it as the best chilled, strongest, and most durable wheel used on the Allegheny Portage Railroad; and equal, at least, to any used on any other road.

David Watson, for Pennsylvania and Ohio line
Wm. M. Lloyd, for Union line; Henry Lloyd for D. Leech & Co's line; Thomas Bingham, for Bingham's line; R. M Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

KELLY & McLANAHAN,

mr24*6 Hollidaysburg, Pa.

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

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At No. 167 Walnut St. Cincinnati, O.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 25. CINCINNATI, THURSDAY, AUGUST 18, 1853. Vol. 1.

THE

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At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting, and time table;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the next issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

CINCINNATI AND HER RAILROADS.

It is now eighteen years since we took some part in an effort to enlist popular sympathies in favor of railroads. At that time the leading idea was that of the Cincinnati and Charleston Railroad. But there was a charter for the Mad River and Lake Erie and the Little Miami Railroads; and about that time public meetings were held in Cleveland and Cincinnati for a line between those places. Then followed the disasters of 1837, and the Little Miami and Mad River were the only ones commenced in Ohio, and they dragged *very heavily* along. The Wall street gentlemen had about as much notion of *touching* railroad stock as they had of blowing up with gunpowder. But two or three Ohio railroads *did* get into operation; and what was the result? Wall street has acknowledged ever since that an Ohio railroad was equal to a gold mine, and it is not far out of the way.

The result of all this is that Ohio will have more railroads than any State in the Union, and Cincinnati will be the *bona fide* center of more miles of railroad than any place in the world! If any one will count up the *number* and the *miles* of railroad *radiating*, either now finished, or in actual progress, from Cincinnati, this will be palpable. The number finished, or in progress, or contracted for, or about to be contracted for—the preliminary arrangements being made—are as follows; the *number of miles* being counted only *half way to the next great commercial city*, or all the way where the termination is only a secondary place:

Direction.	Number.	Miles.
East	2	360
Northeast	3	582
North	5	586
Northwest	6	590
West	1	170
Southwest	1	50
South	1	280
Railroads	19	2,612

The number of *miles* would be three fold if we were to count, as most places do, the continuances and connections, or to set down various plans on foot to make other roads on new routes. There is reason to believe that within three or four years there will be at least *twenty-five* different lines of railroads leading into Cincinnati, of which 3,500 miles will be within its own legitimate influence. Nothing like that can be affirmed of any other place in the Union, without including what properly belongs to others. No other place admits, geographically and commercially, of such a *radiation*, nor can till the seat of Empire arrives at the Mississippi. But it is not the mere *crossing* of roads, or the *sight* of passengers passing *through*, which is of importance to Cincinnati. It is the great fact that it is naturally and socially the mart of commerce—*where there is something to take away, and something to bring to.* In such a place, every car that arrives and departs gives work to an artizan, feeds new mouths, and aids in giving activity to industry, and life to trade.

When a city is so situated that the world *must* come to it *for what it wants*, then railroads come in play; then they become one of the great elements of wealth, and push forward the wheels of prosperity with renewed vigor. That is precisely the case with Cincinnati, to which every canal, railroad, and turnpike in the West ultimately tend, and where all find employment. To this there are only two or three exceptions, and they only *apparent*, not real. The Madison and Indianapolis Railroad, for example, has the best part of its business to or from Cincinnati. So of others that might be mentioned.

In 1835, we advocated the Little Miami Railroad, and Cincinnati had 35,000 inhabitants. We advocate the *completion* of her system now, and she has 165,000. The difference exceeds the population of *any city in the West, New Orleans included.* What will Cincinnati *be in another fifteen years?*

TUNNELS AND BRIDGES ON THE OHIO.

A writer in the Louisville *Courier* proposes a tunnel *under the Ohio river*, as a means of making Louisville a great crossing place, and concentrating railroads, &c.

He writes thus:

The geographical position of the *Falls of the Ohio*, when viewed from every point—New Orleans to Cleveland, Chicago to Charleston—comes within the most direct range to form a connecting link between the great Northern and Southern systems of railroads; besides, nature seems to have been lavish in her arrangements in favor of projects of this kind for the great concentration of railroads at the Falls. On each side of the river, for many miles, the hills appear to be leveled down so that easier grades can be obtained; material of every kind abundant; the point equi-dis-

tant; more central and better adapted in every respect than any other for five hundred miles either way. All that is required to secure the ultimate tendency of all the roads to this point going north and south in the Mississippi Valley for all time to come, is the tunneling of the Ohio at the Falls, as bridges and boats will always be impracticable, and the impossibility of tunneling the river anywhere else.

There is nothing whatever in the mere Falls of the Ohio to render it valuable as a locality, except in the *obstruction* of navigation, which may detain persons and goods, who otherwise would not stop. Falls of water, even up to Niagara, can have no value except as water power, a benefit the Falls of the Ohio seem to have furnished little of. There is no reason, therefore, why a railroad should seek the *Falls* of the Ohio any more, nor as much, as that they should seek the mouth of Kentucky river. Aside from this, however, a tunnel *under a river*, and one *through* a mountain, are two different things. The latter *removes* an obstruction. The former *makes* one, by descending below the natural grade. The London Tunnel Company commenced their tunnel under the Thames with much higher hopes than the writer in the *Courier*. They expected a grand speculation. The result was a total failure. The work cost ten times the estimated amount, and was given up; and never would have been finished if the Government had not done it. And now that it is finished, the tolls do not pay the expenses of lighting and guarding it! There is no reason for supposing a tunnel under the Ohio will be more successful. The bed of the tunnel at the Falls of the Ohio must be at least 80 feet below the edge of the river bank; and to make that tunnel available, the cut down must commence two miles from each shore.

It is useless to discuss a scheme like this. It *can* be done, as many other things can be done which are a mere waste of money and labor.

The truth is, the Ohio river *must be crossed* by railroads, and, moreover, *will be*. A writer in the Cincinnati *Gazette* (whose article we have not by us,) suggests the only available plan. *The river must be crossed by suspension bridges, above the steamboat chimneys.* But it may be said this is liable to the same objections. Not at all, for railroad purposes. In descending to a river valley the grade is always downward. Now, instead of increasing this grade, by diving into the earth, it is only necessary to keep it up. The place of crossing should be where the hills approach near the banks, as just below Millcreek, Cincinnati, and at several other points on the Ohio. For example, in carrying the Central Railroad of Virginia into the Ohio Valley, the grade may be kept up, and the road cross the Ohio with the greatest ease.

In a large city like Cincinnati, there will be little cost for ground or right of way; for, as suggested by a writer in the *Gazette*, the spaces under the long *raised way* of the bridges would make most valuable sites for warehouses.

This kind of *transit*, however, is only necessary for the passage of *freight;* for there is not more than one in a hundred of passengers who will not make some short stay in the great cities, wherever they are.

We are yet in the *infancy* of the railroad system, and we have not yet entered upon the plans, artifices, and machinery, which are necessary to make the transit of rail cars *through the cities* less costly and more convenient. One grand point is yet to be attained, viz.: the *shipment of freight from any one point to any other point, without handling and transhipment.*

Railroads.

BRUNSWICK, GA., RAILROAD.

From a report of a Committee of the Board of Directors of this Company, we gather the following items:

Upon the organization of the Company, a contract was made with Messrs. Collins & Alexander to complete the work to Thomasville, 136 miles, with branch to Albany, 58 miles, at $1,300 per mile. A contract was also made with William Digby Seymour, of London, for 15,500 tons of iron. For some reason the contractor refused to supply the iron. President Foote was sent to England to enquire into the cause, and found it a deliberate breaking of the contract on the part of Mr. Seymour. Mr. Foote immediately made arrangements for 15,000 tons of rails, the first 1450 tons of which were to be shipped in July last, and the balance in equal monthly shipments until completed.

While waiting for the iron on the first contract, a purchase was made of some rails in Boston, which have been received, and are now being laid. A locomotive and cars were also purchased, and are now on the way.

The road will be completed to Satillo river the present year. At this meeting of the Directors, $80,000 were added to the subscription. An election was also held, which resulted as follows:

For President—Solomon Foote, of Vermont.

For Directors—John Paine, Wm. Chauncey, S. R. Brooks, and Amos Davis, of New York; Levi J. Knight, P. M. Nightingale, and E. R. Young, of Georgia, and Thomas A. Dexter, of Boston.

The contractors seem sanguine in their expectation of completing the work within the time agreed upon, July, 1855.

The contractors for the entire road sublet to planters, and others on the line. These planters subscribe for so much stock—give their notes, payable when the road is made, and they generally contract on sections nearest their plantation, to furnish cross ties, and to do what grading is to be done; and this work being thus done by their negroes, pays their notes when due, with little or no outlay in money. The same firm have contracted to build a road, 28 miles long, from Thomasville to Tallehasse, Fla., where there is already a road to St. Marks, on the waters of the Gulf of Mexico.

WARSAW AND ROCKFORD RAILROAD.

We have received a copy of the charter, engineer's report, &c., &c., of this road, from which we gather the following: The road was chartered February 10, 1849, for forty years; between Warsaw, on the Mississippi, and Rockford, or any other point on the Galena and Chicago Road, with the privilege of extending southwardly to Quincy. Capital, $1,000,000. Company to be organized as soon as $50,000 shall be subscribed. To be commenced within six years and completed within 12 years.

From Warsaw to Oquawka, a distance of 60 miles, the line has been surveyed, and found to be very favorable, following the river nearly the entire distance, passing through Nauvoo, Appanoose, Pontoosuc, Dallas, McQueensville, and near to Warren. The estimates thus far, fully equipped, with depots, &c., $18,650 per mile.

At the suggestion of T. S. O'Sullivan, Esq., (of the Pacific Road,) consulting Engineer, the Directors resolved, June, 13, 1853, to extend the road northwardly, via Port Byron, in a direct line to Janesville and Fond du Lac, Wis., crossing the Galena and Chicago Road at Freeport, instead of Rockford, as contemplated at first, it being a better and more direct line. The object of the original road from Warsaw to Nauvoo was to avoid the obstructions to the navigation of the Mississippi river between these points. But subsequent events induced the continuation of the road, and it is now proposed to complete it the entire length at the earliest possible moment.

On page 325, No. 21, of the RECORD, we gave some particulars as to the means of the Company.

The report also contains valuable statistics of the sections of Illinois through which the road will pass; from which it is readily deducible that the undertaking will be remunerative.

We see that the citizens of Rock Island have pledged themselves to raise $150,000 to $200,000 for this road.

☞Barren county, Ky., voted in favor of subscribing three hundred thousand dollars to the Cincinnati and Nashville Railway.

CLEVELAND AND ST. LOUIS RAILROAD.—Two parties are in the field surveying the route of this road; one commencing at the Indiana State line, in Mercer county, O., and the other at the head of Walworth Run, on the Cleveland, Columbus and Cincinnati Railway.

The party from Cleveland have progressed, we learn, as far as Elyria, and have kept on a straight line, entering that town a few hundred feet South of the Court House.

The survey thus far is said to be very favorable, having light grades. The crossing of the valley of Rocky River is near General Mastics, at probably the most favorable point between its mouth and Berea.

Explorations have been made from the Indiana State line to Lima, in Allen county; also from Elyria to Norwalk; and the reports are very favorable.

E. G. Goddard is Engineer in Chief on this line. He has been employed on important lines in Massachusetts, New Jersey, North Carolina, and Virginia; his last connection was with the Buffalo, Corning and New York Railroad. He brings with him, therefore, the highest reputation.

DIVIDEND.—The Dircctors of the Galena and Chicago Union Railroad met in Chicago on the 1st inst., and declared a semi-annual dividend of *eleven* per cent. There are $153,000 to be divided among the stockholders—leaving a surplus in the Treasury of $30,000. It is expected to have the third division of the road open to Freeport by the first of September.

A resolution was adopted, authorizing the payment of the outstanding stock of the third division on or before the 25th inst. Not long since, a resolution of the Board authorized the stockholders to pay in full, and receive interest on their stock from the first of August, at the rate of six per cent. It will be noticed by the above resolution, that the time has been extended for the balance of the payment.

A dividend of *eleven* per cent. on a Railroad not yet completed, is a bright commentary on Western enterprise. When Eastern capitalists are aware of such facts, it is not surprising that they are anxious to secure some of the stock.

☞ The Baltimore and Ohio Railroad Company have determined to establish a line of telegraph for their own especial use, immediately along the line of the road, with stations at points most suitable for their convenience. The design of this line is to give immediate information along the line, of any accident that may happen, the causes of detention, and whatever other information that may be serviceable in the management of the road.

RAILROAD EARNINGS.

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

The earnings of this road for six months, ending July 31st, 1853, compared with those of a corresponding period last year, were:

	1852.	1853.
February	$14,270 50	$27,389 76
March	19,067 29	35,364 68
April	20,481 28	36,059 83
May	22,701 15	35,061 10
June	24,096 15	32,302 93
July	26,301 15	34,203 47
Total	$126,917 52	$200,373 77

Total increase, $73,456.25, nearly 58 per cent.

ERIE RAILROAD.

The receipts of the Erie Railroad were:

For the month of July, 1853	$332,069 75
For July, 1852:	301,825 38
Increase	$30,244 37

HUDSON RIVER RAILROAD.

The receipts of the Hudson River Railroad were:

For July, 1853	$121,584 29
For July, 1852	86,015 93
Increase, equal to 41 per cent	$35,568 36

ROCK ISLAND RAILROAD.

Ninety miles of this road is now completed, and doing a profitable business. It was opened on the 21st March. Its receipts up to the first of August were.

April—For Passengers	$24,384 08	
" Freight and mails.	3,958 63	
		$23,322 40
May...Passengers	27,699 64	
" Freight and mails.	3,714 28	
		31,413 92
June...Passengers	32,854 74	
" Freight and mails.	5,333 62	
		38,189 36
July...Passengers	32,695 85	
" Freight and mails.	15,449 31	
		48,145 16
Total		$146,070 34

It is at present operated by the contractors, who are to complete and deliver it to the company by the 10th of next July.

MILWAUKIE AND MISSISSIPPI RAILROAD.

The aggregate receipts of last month of this road are as follows:

Passengers	$8384 64
Freight	7770 21
Total	$16,154 85

Receipts for the corresponding month of 1852 were $4,419.76, for half the distance of road—it then being in running order only to Eagle, 36 miles. Thus the ratio of the increase of business to the increase of length is about two to one. The aggregate receipts of the road from August 1, 1852, to August 1, 1853, were $138,928.43, and the current expenses of working the same $50,448.06—leaving a net revenue of $88,480.37. This is about equal to seven per cent. on the entire cost of the 70 miles in operation—although the road has been open to Janesville only within the last seven months.—*Mil. Wis.*

PENNSYLVANIA CENTRAL RAILROAD.

The following is a comparative statement of the business of this road for the first six months of the years 1852 and 1853:

Months.	Receipts. 1852.	Expenses. 1852.	Net Rec's. 1852.
January	$84,777	68,277	21,500
February	155,598	117,826	37,772
March	244,457	148,633	95,823
April	206,411	143,413	62,997
May	163,654	117,015	46,618
June	126,024	113,157	12,866
Total	$980,903	708,825	277,578

	Receipts. 1853.	Expenses. 1853.	Net Rec's. 1853.
January	$235,299	124,729	110,570
February	235,068	128,163	156,905
March	311,591	168,206	143,385
April	271,118	140,637	130,480
May	196,842	121,945	74,897
June	159,215	114,096	45,119
Total	$1,459,137	797,777	661,359
do 1852.	980,903	703,325	277,578
Increase	$478,233	94,452	383,780

RAILROAD REFRIGERATORS.—The Rochester *Union* says: We were shown this morning, at the Depot of the New York Central Railroad, two cars with refrigerators attached to them, for the purpose of preserving fresh meats and vegetables for any length of time, in as perfect a state as when first prepared for the market. One of the cars contained vegetables taken from the New Market nearly a week since, consisting of green corn, cucumbers, &c., which are as fresh as when taken from the garden. Also oysters, clams in the shell, which could not have been better for use when taken from the bed. A lamb was hanging there in a better condition than any found in the stalls of our market, though dressed in New York near a week ago. The car is an invention of Mr. Lyman, and a patent has been secured for it. A company has been formed for the purpose of putting them on the principal railroads of the State, if such an arrangement can be made with railroad companies. The car is to be run to and from New York twice or thrice in the course of each week during the summer months."

CINCINNATI AND PORTSMOUTH RAILROAD.—The Georgetown *Union* says that the meeting at Felicity on Tuesday of last week was an excellent one. The stock books were presented and examined, when it was found that more than the necessary amount for organizing had been taken. An election was held for Directors. The following gentlemen were elected: A. B. Coleman, Cincinnati; Thomas H. Whetstone, California; David Gibson, New Richmond; George Gregg, Indian Springs; E. F. W. Ellis, Felicity; David Barr, Feesburgh; D. W. C. Loudon, Georgetown. The Directors took the oath of office, and organized by electing Mr. Whetstone President; Mr. Ellis, Treasurer; and Mr. Loudon, Secretary. The best feeling was exhibited by all.

RAILROAD CASUALTIES.

The Legislature of New York has just passed a Railroad Law, the better to prevent accidents on railroads.

We extract some of its important provisions.

The first section provides for the appointment of a State Engineer and Surveyor; the duty of the Engineer being to require reports from the Directors on the condition of their roads as often as he may deem proper.

The second section enjoins on the Engineer and Surveyor of railroads to report annually to the Legislature at the commencement of its regular session, the condition of every railroad in the State, the condition of its tracks, embankments, bridges, and equipments; the several accidents that have occurred upon each road, resulting in personal injury; the causes of the same, so far as is ascertained; the number of persons killed or injured; the cost of the said accidents to the company owning or operating every road, and the sums paid on account of passengers killed or injured.

In case of any accident, whereby death or injury is inflicted, the fifth section provides it shall be deemed and taken as *prima facie* evidence sufficient to charge the defendants or those in their employment with negligence, until they shall show that no negligence has been committed by them or those in their employment.

To insure speedy justice, the sixth section gives preference to the trial of every action against a railroad company, charged with death, or injury to any individual, over all other actions.

The seventh and eighth sections provide stringent regulations on the part of railroad companies, to prevent accidents occuring at drawbridges on any part of the road.

The ninth section enjoins that cars running at the rate of thirty miles per hour, or faster, shall be provided with a watchman for each car, and that no car shall run on a drawbridge, or through a village, at a greater speed than ten miles an hour.

The tenth section enjoins that no railroad company shall employ on their roads or trains any person as conductor, engineman, fireman, brakeman, switchman, signal man, flagman, or drawbridge tender, who is in the habit of using intoxicating drinks, under the penalty of $500 for every day such person shall be so employed. And it further provides that every person named in the above section shall be held responsible for a faithful discharge of duty, and for neglect of the duty assigned him, shall be guilty of a misdemeanor, and punishable by fine or imprisonment, or both, and it shall be the duty of the company on whose road or train the offense was committed, to sue for the same.

The twelfth section provides that if, in consequence of the intoxication, or any gross or willful misconduct or negligence on the part of any conductor, engineer, switch, or bridge or brake tender, or signal man, or any other servant of such corporation, any loss of life shall result, or the breaking of a limb shall occur, such servant or servants shall be deemed guilty of a felony, and shall be punished by imprisonment in the State Prison for a term of not exceeding ten years.

The thirteenth section prohibits the Directors from running on their roads cars that shall not be provided with comfortable seats for "emigrant passengers," and enjoins that the said cars shall be properly ventilated, and that they shall be provided with tanks filled with good wholesome water, and shall also have water closets, for the convenience of the emigrant passengers.

It is also provided that when railroads cross each other, the train on the road first constructed shall always have the preference in crossing, and watchmen shall be provided at all such crossings.

Such are the provisions of the present railroad law of New York, and the violation of them is accompanied with heavy penalties, and we here express the hope that laws similar to the one we have here quoted, may be enacted by every Legislature in the land, and that thereby, as we trust, the reckless loss of human life may be prevented, and, if not prevented, the courts and juries of the country will see that the penalties are enforced to the very letter of the statutes, against the guilty.

BURLINGTON AND MISSOURI RAILROAD.

This road is now in the hands of the Michigan Central Company, and will be constructed by them. J. W. Brooks, Esq., so long connected with the latter road, has been made President of this new road.

Its eastern terminus is at Burlington, Iowa, and its western at the confluence of the Platte with the Missouri river, some 20 miles south of Council Bluffs. Length of the road about 300 miles.

From Burlington to Chicago the connection will be made by means of the Burlington Branch of the Peoria Road, the Military Tract and the Aurora Roads.

The taking hold of this undertaking by the Michigan Central Company is ample guaranty that the road will be completed with as little delay as possible.

It will pass through a very valuable section of country, abounding in timber, water power, mill seats, and all the essentials of soil and climate to make it a productive farming country. There is also abundance of coal; this road will cut through or pass over beds of coal for almost its entire length west of the Mississippi river, which alone will furnish transportation sufficient to defray the ordinary expenses of the road.

RAILROAD TRACKS. — We notice a communication in the New York *Tribune* relative to the changing of railroad car wheels, so as to have the flange upon the outer instead of inner edge of the rail, as being less liable to allow the rails to spread, and at the same time gaining in the width of the cars. We are not much experienced in the minutiæ of track laying, but it strikes us that a difficulty would be experienced in the curves, especially short ones, where the wheel would impinge or bind so severely against the inner rail as to tend to the lifting of it upon the rail, thus rendering the liability of running off much greater than the present mode.— We have never seen the matter discussed, but suppose that it was duly weighed, when the present plan was adopted.

NEW ORLEANS AND LOUISVILLE RAILROAD CONNECTIONS.

The Louisville *Courier* says:

Louisville will be the first of all the chief Western cities that will connect with New Orleans by railroad. The surveyed distance is seventeen hundred and thirty miles, and rails will most probably be laid over the whole of it within three years. That portion of it which lies between this city and Nashville, as our readers know, is under contract, to be completed within two years and a half. At various points on the line, but more especially between Louisville and Bowling Green, laborers are at work grading.

In reference to that portion of the line of connections which lies between Nashville and New Orleans, we derive the following particulars from the *Republican Banner* of the former city: "Commencing at New Orleans, the line bears off from the Mississippi river, and up the valley of Pearl river to Jackson, Miss.; from Jackson to Aberdeen; from Aberdeen to the Memphis and Charleston Railroad, at Big Bear creek, Ala.; from Tuscumbia to Florence; and from Florence, via Lawrenceburg, Mount Pleasant, and Franklin, to Nashville."

The portion of the line between Florence and Nashville — the only part about which there has for some time been any doubt or trouble — was located a little while ago.— The fixing of this insures the completion of the whole, and operations are now under way at both ends.

This road taps the rich and beautiful valley of the Tennessee at Florence and Tuscumbia, where it joins the Memphis and Charleston Road, which runs east and west through that valley 100 miles. This productive region, which annually yields an average of 75,000 bales of cotton, is now tributary to Louisville by steamboats. The greater facilities of transportation which the railroad will give when completed, will doubtless stimulate production in the Tennessee valley, and greatly increase our trade with its people.

By their junction with the Memphis and Charleston Road, these connections give Louisville a second railroad to the former city.— The distance will be 450 miles, viz.: 180 to Nashville, and thence 270 to Memphis.— Much of the Memphis and Charleston road is under contract, and the whole soon to be completed.

This city, however, will rely on nothing short of the Louisville and Memphis Road, and that on the quickest practicable route, for her connection with that important point on the great Father of Waters.

STOCK GOT RID OF.—An exchange says that the Michigan Southern Railroad Company paid, week before last, about $1700, and week before, $700, for horses and cattle killed on the line of their road, making $2,400 for two weeks, and this, too, when there is no legal liability to pay a dollar. It is a notorious fact, too, that the men living in the vicinity of the road drive their poor old stock on the track in order to have them killed and draw pay. The Detroit *Advertiser* thinks if the company had flag men enough on their road, they would catch such villains and put a stop to this expensive business. Certainly railroad directors owe it to their stockholders to prevent in some way the onerous tax to which they are subjected by the rascality of the persons living along the line.

SPEED OF RAILWAYS.

Dr. Lardner adopts some ingenious illustrations to render familiar the extraordinary velocity with which our express trains move. The Great Western Express to Exeter, England, travels at the rate of 43 miles an hour, including stoppages, or 51 miles an hour without including stoppages; to attain this rate, a speed of 60 miles an hour is adopted midway between some of the stations; and in certain experimental trips, 70 miles an hour have been reached. A speed of 70 miles an hour is about equivalent to 35 yards per second, or 35 yards between two beats of a common clock.

All objects near the eye of a passenger traveling at this rate will pass by his eye in the thirty-fifth part of a second; and if thirty-five stakes were erected at the side of the road, a yard asunder, they would not be distinguishable one from another; if painted red, they would appear collectively as a continuous flash of red color. If two trains with this speed passed each other, the relative velocity would be 70 yards per second; and if one of the trains were 70 yards long, it would flash by in a single second. Supposing the locomotive which draws such a train to have driving wheels seven feet in diameter, these wheels will revolve five times in a second; the piston moves along the cylinder ten times in a second; the valve moves and the steam escapes ten times in a second—but as there are two cylinders, which act alternately, there are really twenty puffs or escapes of steam in a second.

The locomotive can be heard to "cough" when moving slowly, the cough being occasioned by the abrupt emission of waste steam up the chimney; but twenty coughs per second can not be separated by the ear, their individuality becoming lost. Such a locomotive speed is equal to nearly one fourth that of a cannon ball; and the momentum of a whole train, moving at such a speed, would be nearly equivalent to the aggregate force of a number of cannon balls equal to one fourth the weight of the train. That a "smash" should follow a "collision," is no subject for marvel, if a train moving at such speed—or any thing like such speed—should meet with any obstacle to its progress.—*Dodd's Curiosities of Industry.*

COLUMBUS AND HOCKING VALLEY R. R. We perceive that the citizens along the proposed route of this road are holding meetings for the purpose of putting it into operation. On the 23d ult., a large and enthusiastic meeting was held at Lancaster—numerous speeches were made, and resolutions to proceed with the road adopted. Committees were also appointed to carry out the views of the convention, which then adjourned to reassemble at the same place on the 16th inst.

We gave some particulars of this undertaking in the 6th number of the RECORD, page 195.

The right steps for arousing the people along the line seem to have been adopted by appointing meetings where the merits of the undertaking can be discussed. We have little doubts of its ultimate success, and of its amply repaying its stockholders when completed. A meeting was also held at Columbus on the 3d inst. for the same purpose.

LOUISVILLE AND KNOXVILLE RAILROAD.

A meeting of the friends of this road was held at Taylorsville, Spencer Co., Ky., on the 16th ult. Numerous addresses were delivered, and the following preamble and resolutions, (among others,) were unanimously adopted:

WHEREAS, The city of Louisville has subscribed to the Louisville and Knoxville Railroad Company 20,000 shares of the capital stock of said Company, upon conditions set forth in the ordinance of June 20, 1853; therefore,

Resolved, That the citizens of Spencer county call the public attention to a route through the town of Taylorsville, which is on the air line from Hobb's Depot to Harrodsburg; that said route lies through a rich and populous section of Shelby and Nelson counties, and passes entirely through the county of Spencer.

Resolved, That the belief is warranted, that a route from Hobb's Depot, via Taylorsville, to Harrodsburg, can be laid ten or fifteen miles shorter than any other route yet canvassed or proposed, and upon examination will be found to be of as easy access and grade as any other; and taking into consideration grades, distances, and cost, together with the fertile regions traversed, offers superior inducements to all others.

Resolved, That we feel a lively interest in the location of said road, and should it traverse Spencer, that the county will contribute liberally to its construction.

Resolved, That when said road is located, if there be no under currents at work, as in the case of the "Eminence Road," against a straight practical line, that the route through Spencer county will defy competition, taking into view her natural and practical advantages, together with the "material aid" which will be furnished.

LAKE ERIE, WABASH VALLEY AND ST. LOUIS RAILROAD.—From the *Miami Sentinel* we gather the following particulars of this line of road:

S. S. Ball & Co., the contractors of that portion of the Wabash Valley Road lying between Wabashtown and Peru, have commenced work on the Brady farm, near the county line, with a full force of hands, and also near Fisher's. They will be at work along the entire length of their contract as soon as the necessary preliminary arrangements can be made.

Messrs. Akin & Co., who have the work from Wabash to Lagro, will in a few days be on with a heavy force.

Messrs. Goodell, Mills & Co., the contractors of the work from Peru to Logansport, have received a large supply of implements needed in the construction of the work, including horses, carts, etc., and are but waiting the arrival of a heavy force from the East to commence work.

The whole line will be in process of construction in the course of a few weeks.—Once fairly started, and under way, it will be pushed vigorously to completion.

☞ S. Medbury, Esq., has resigned the post of Engineer in Chief of the Ohio Central Road, and accepted that of the Cincinnati and Fort Wayne Road. George Fulton, Esq., succeeds him on the Central Road.

NORTHWESTERN RAILROAD COMPANY.

This Company, formed for the purpose of building a railroad from the west bank of the Mississippi, commencing at or near the mouth of the valley of the Tete des Morts, and running thence northwesterly to the Minnesota river, Lake Traverse, and the Pacific, at Puget's Sound, perfected its organization under the general railroad law of Iowa, on Monday. The following persons have been elected officers:

Capt. H. H. Gear, of Galena, President; Hon. Ansel Briggs, of Iowa, Vice President; R. S. Norris, Esq., of Galena, Treasurer; E. R. Hooper, Esq., of Galena, Solicitor; G. M. Mitchell, Esq., of Galena, Secretary.

Directors—Henry Corwith, W. H. Bradley, E. R. Hooper, Jas. Cartet, S. W. McMaster, H. Newhall, of Galena; Jona. Higgins, Jno. D. Howard, Jos. Burge, J. G. Schaupp, of Iowa.

We learn that the Company will at once take active measures to secure subscriptions to the stock of the road,—to survey and locate the First Division of the road to the head of the valley of the Tete des Morts. It is confidently anticipated that twenty miles of the work will be completed within nine months from this date. The advantages of the route from this point, extending as it does, over a level plain, through a country possessing unlimited supplies of wood, water, and rock, we have before pointed out. The survey about to be made will demonstrate that to the Rocky Mountains, at the place of crossing, the distance from Lake Michigan is less than by any other known route.— *Galena Jeffersonian.*

☞ The New York and Erie Railroad Company have leased the old Franklin House, No. 193 Broadway, for a general railroad business, where travelers and freighters, from all sections of the country, and particularly the western and southwestern, can be accurately posted on all matters of interest. The necessity of exploring this great city, as heretofore, by the tourist and shipper, seeking for reliable information, traveling tickets, &c., may now be dispensed with. A register is also kept of all the Western men arriving in the city, thus enabling them to find their friends without trouble.

BRIDGING THE OHIO NEAR PARKERSBURG. It is proposed to bridge the Ohio river at or near Parkersburg, Va., and we notice that the engineers have declared it practicable at four points, viz.: At Parkersburg, at a cost of $1,390,496; at Blannerhasset's Island, at a cost of $944,496; at Little Hocking, at a cost of $830,760; and at Walker's Brick House, at a cost of $689,493.

☞ Edwin Myers, Esq., late Superintendent of the Androscoggin and Kennebec Railroad, Maine, has been appointed Superintendent of the Michigan Central Railroad. He has been connected with the road which he leaves from its first conception, and is every way calculated for the prompt discharge of the arduous duties of the post he has assumed.

THE ARKANSAS RAILROAD.

The Memphis *Eagle* says of this road:

We are glad to learn that the prospects of this road are so auspicious of an early commencement and vigorous prosecution. Mr. Gregg, lately Assistant Engineer on the Memphis and Charleston Road, has been engaged to make the survey and location, and will probably be in the field within a week. He has been engaged, for some time past, in locating the *depot* on the opposite side of the river—the Hopefield Company having donated *twenty acres* of land for that purpose. Mr. Gregg will go on to locate the road, and the work will be begun this fall, and prosecuted, at any rate, to the St. Francis river. The means of the Company are already sufficient to this end, and they will be so employed.

The Company have $150,000 private subscription; city, $350,000, conditional upon the action of the Arkansas Legislature.—They have the offer of a substantial contractor, whenever the capital stock shall reach, or there shall be provided available means to the amount of $1,000,000, to take the whole road from here to Little Rock, and build it in two years. Of this sum, only the private subscription of $150,000 can be commanded until the Arkansas Legislature has been called together, and has acted—probably in September. When the condition of the city subscription shall have been complied with, there will still be $500,000 to make up, to place the whole road to Little Rock under contract, to be finished in two years. That this sum can be easily made up here and in Arkansas, when the Legislature shall have given this road the benefit of the land donation, no one can doubt. As before stated, the private subscription will be devoted to throwing up the road bed on this end of the road, this fall, independent of these contingencies.

Madison and Indianapolis Railroad.—The recent rapid decline in the value of this stock has attracted attention here as well as elsewhere. The following from the money article of the New York *Times* of Tuesday, the 2d inst., will be read with interest:

The Madison and Indianapolis Railroad shares are down to 85. They had sold, within the year, as high as 109 or 110. The decline, at first gradual to par, has recently been sudden and panic-like. The success of the road, like the reputation, as a railroad man, of its President, has been somewhat accidental. The large additional means which he asked for at the hands of the Eastern stockholders, last year and this, for repairs, as well as the establishment of parallel lines, enjoying superior connections, have had their influence on the shares. But we do not hear that the local traffic, which has always been fair, and of late years constantly improving, is at all diminished; certainly not in the proportion of 85 to 110. The road is from the State capital to the Ohio river, at the flourishing little city of Madison, fifty miles above Louisville. South or east of this it has no railway connections. The Jeffersonville road reaches the Ohio immediately opposite Louisville. That road will take much of the through trade. The Lawrenceburg road makes the Ohio only twenty-two miles below Cincinnati, instead of 100 miles. As a trunk road, the Madison henceforth has little importance. It must rely upon the local traffic, which has hitherto been its main support.

RAILROAD MEETING.

New Castine, Aug. 11, 1853.

At a meeting of citizens convened for the purpose of discussing the propriety and practicability of constructing a railroad from the Eaton and Hamilton Road, at Eaton, north, by way of New Castine, Greenville, Celina, Van Wert and Paulding, to the State line, so as to constitute an *air line* link of 132 miles, in a GREAT STRAIGHT LINE ROAD from the city of Cincinnati to Mackinaw; Evan Baker was chosen President, J. D. Farrar, and Levin T. McCabe, Vice Presidents, James Hanway, and J. B. Stephens, Secretaries.

Addresses were delivered by Messrs. Bell, Barnet, Stephens, and others. The meeting determined to ascertain, by the active co-operation of its members, what amount of stock can be obtained in and south of Greenville, and to re-assemble at that place, compare notes, and devise measures for further action, on the 24th inst.

With a determination to forward the enterprise by all honorable means, and a request that its proceedings be published in the Greenville and Eaton papers, and such others as may be friendly to the cause, the meeting adjourned.

Evan Baker, Pres't.
J. D. Farrar, L. T. McCabe, } Vice Pres'ts.
James Hanway, J. B. Stephens, } Secy's.

Chicago & Rock Island Railroad Stock.—From our exchanges we learn that strong efforts are being made to obtain this stock in Chicago, for the purpose of controlling the action of the Michigan Southern and Northern Indiana Roads in their efforts to construct a cut-off from Laporte, Ia., to Joliet, Ill., uniting with the above named road at this latter point, and thus opening a direct Eastern and western transit upon that line, without the necessity of visiting Chicago. The bidding has been spirited, even as high as 150. Such friends of Chicago as have any of the stock refuse to sell unless they know it is to those in the Chicago interest, and the friends of the proposed cut-off do the same as to their side. How it will terminate it is hard to guess—but we are of opinion that the cut-off will be built.

A Sensible Idea.—We understand that the Southern Road have taken measures to prevent a recurrence of such horrid accidents as have happened upon that road during the present season. A police force is employed at all curves, bridges, and stations, where obstructions upon the track could not be discovered by the engineer. These policemen are furnished with flags, white and red—white flags denoting that all is right, and red stopping the train. In the night, lanterns are used instead of flags. Besides this, hand cars are run over the road at night, just ahead of the trains. We are glad to see the Company adopting these precautions.—*Centerville Chronicle, Mich.*

New Albany and Cincinnati Railway.—The Vevay (Ia.) *Reveille* states that on last Tuesday a meeting was held at Rising Sun, for the purpose of organizing a company to build a railway from New Albany to Cincinnati. Articles of association were reported and adopted, and directors chosen. The editor says: "The road will now be built, and within a shorter time than was at first anticipated." E. Case, of Switzerland county, was President of the meeting, and M. Gregg, of New Albany, Vice President. The following named gentlemen were chosen directors, viz.:

James Montgomery, Thomas L. Smith, Jno. B. Winstandly, John S. Davis, of Floyd county; U. P. Schenck, F. L. Grisard, J. McCutcheon, Eliphalet Case, of Switzerland county; A. C. Pepper, H. T. Williams, D. G. Rabb, John C. Miller, of Ohio county; and Daniel S. Major, of Dearborn county.

North Missouri and Iron Mountain R. R. Subscription.—The bill reported by Mr. Hartnett, of the Committee of Ways and Means, to whom the subject was referred, authorizing the Mayor to subscribe for the city $500,000 to the North Missouri Railroad Company, and the same amount to the Iron Mountain Railroad Company, passed the Board of Aldermen yesterday. The reading of the bill created much discussion, but after some amendments it finally passed by a vote of 7 to 2. The bill provided that $500,000 should be subscribed in bonds of the city to each on condition that the bonds be received at par by the Companies in payment for the same; provided that not more than $300,000 of the $500,000 shall be subscribed to each of the said Companies till each shall have obtained $200,000 of additional subscription to the capital stock. The Mayor is further authorized to subject the bill to the vote of the people, by ordering an election at such time as he may deem proper.—*St. Louis Repub.*

Union and Marion, and Marion and Logansport Railroad.—We learn from undoubted authority that the Union and Marion Road, and the Marion and Logansport, have been consolidated, making but one road from Union to Logansport, which is all under contract, and in such condition as to ensure its completion under any circumstances. This line of road has also made a permanent running connection at Union, with the Columbus and Piqua Road, and at Logansport, with the Logansport and Chicago, and also the Logansport and Pacific Roads.

We are happy to hear of such arrangements as these, where the action of neighboring roads are not in a spirit of rival hostility which ends only in mutual injury, but seek to support and strengthen each other.

BUCKEYE FURNACE.

This furnace is situated in the eastern part of Jackson county, Ohio, on little Raccoon creek, and near the line of the Hillsborough and Parkersburgh Railroad, about ten miles east of the town of Jackson. Messrs. Newkirk, Daniels & Co.—proprietors of the establishment—commenced operations about a year and a half ago, and now manufacture at the rate of 2500 tons "cold blast" pig iron annually, from what is termed "limestone ore," of which they work up 8 tons every twenty-four hours, yielding 40 per cent. of iron in the pig. 220 bushels of charcoal are consumed to the ton, and thirty lbs of limestone, to serve as a flux, to every 600 lbs of ore. Heretofore all of the products of this furnace have been *wagoned* to Pomeroy, at an expense of $5.00 per ton, cost of freight thence to Cincinnati, $1.25 per ton, making $6.25 per ton for transportation to Cincinnati. The firm is now delivering a large lot of iron at Jackson, to be taken by the Scioto and Hocking Valley Railroad to Portsmouth. On the completion of the Hillsborough and Parkersburgh Railroad, the company have contracted for the delivery of their iron at Cincinnati at $2.00 per ton—making a clear saving to the owners of $4.25 per ton, besides the great gain in time, and avoidance of risk by river navigation. So much for railroad facilities.

The following are some of the most important articles of consumption by the hands, in the employment of this extensive establishment, and their families, each occupying a separate and neat tenement, with garden spot:

50,000 lbs Bacon, annually.
15,000 bushels Corn, "
650 barrels Flour, "
50 " Molasses, "

&c., &c., brought to the place now by wagon transportation, (there being no cultivated farms in the vicinity of the furnace, nor a town of any importance nearer than Jackson,) all of which will be carried over the railroad as soon as ready for business.

Some of the gentlemen of this company are interested in a large Furnace now erecting, north of this, on "Big Sand" creek, near the line of the Cincinnati and Marietta Railroad.

The veins of iron ore in the vicinity of the Buckey Furnace are very extensive—one of them now worked is some 37 inches thick—and dense forests of timber ready at hand to be made into charcoal, of which immense quantities are consumed in the process of smelting.

An experiment of smelting with *cannel coal* has been made at this furnace, and quite satisfactorily too, the proprietors think—the iron being tougher than by the use of charcoal, and not so hard.

We are indebted to Mr. Isaminger, one of partners in the "Buckeye Furnace," for the above facts, and to whom we would express our obligations for other kind attentions.

J.

Injunction Dissolved!—We have just been favored with the perusal of a letter, from one of the attorneys employed in the case, to a gentleman of this place, announcing the fact that Judge Rodgers has decided to dissolve the injunction granted by him some few months ago, in relation to the construction of the Piqua Branch Railroad. Although the injunction, as allowed, did not interfere with the prosecution of the work, still its dissolution will enable the company to keep its accounts in relation to the Branch with less perplexity, and give more confidence along the line in the ability of the company to fulfil all its engagements in relation to the matter.—*Piqua Register.*

Newport and Louisville Railroad.—Our energetic commissioners, Col. T. L. Jones and Mr. Walf, returned home on Wednesday from Louisville, where they had been engaged for several days on business connected with the railroad. All the preliminaries of the contract have been agreed upon, and able lawyers, one on the part of the Louisville and Frankfort road, and one on the part of the Newport and Eminence road, are now engaged in drawing the contract. The road will certainly be built, and too much praise cannot be bestowed upon Col. Jones and Mr. Walf, for their indefatigable efforts on behalf of the Newport road.—*Newport Messenger.*

A Magnificent Idea. — Lieut. Beale, in his recently published letter, giving an account of explorations on the middle route, speaks of a curious pillar, sugar loaf in shape, of solid rock, and about three hundred feet in hight, called Huerfano Butte, whereupon Col. Benton exclaims: "That Huerfano Butte!—solid rock, three hundred feet high, sugar loaf form, visible twelve miles: — that column built by the hands of nature to receive a statue of Columbus, pointing to the West, and saying to the magic car as it flies along, 'That is the road to India!'"

Cincinnati, Hillsboro' and Parkersburgh Railroad.—We are pleased to learn from the observation of one of our firm, who has recently passed along the line of this road to Jackson, that it is being pushed energetically forward. There are numerous hands now upon the route, and we may look for its completion at as early a day as possible. On the west bank of the Scioto the hill is being tunneled, a deep cut has already been made.

☞ Terry's Iron Pavement has now been in use in Howard street, Boston, since November last, with complete success, and the *Transcript* tells us that, after seven months of wear, and the frosts of winter, the street presents as smooth a surface as when the pavement was first laid, and the sensation of riding upon it is like that of passing over a bridge. In consequence of this the authorities of Boston have commenced paving in the same style, Court street, from the Court House to Washington street. — *Baltimore American.*

PHILIDOR, THE CHESS PLAYER.

As a young man, Philidor exercised his remarkable talents as a means of making money. In Germany, England, and Holland, he beat all the best players, although he gave them the advantages. More than once he was known to direct the game of a person placed out of his sight, whilst he himself playing another game; but efforts of that kind fatigued his head so much that he discontinued them.—The Count d' Artois, however, having heard of the feat, greatly desired to witness it, and sent word to Philidor that he would play him that way for a hundred louis d'ors. Philidor, after duly warning the prince that he was quite sure to beat him, at last yielded to his wish and accepted the bet. When the Count d' Artois had selected the two players who were to conduct his game — and as he was quite sure, decided to pay the hundred louis, however the thing turned out, he secretly prevailed upon Philidor's second falsely to execute one of the orders given to him. This understanding effected, the game began, and had proceeded but a very short while, when Philidor having told his player to move a knight, the player moved a bishop, and twenty moves afterward, informed him his adversary checked his king with his queen. "That is impossible," cried Philidor, "our knight would take her." "But the knight is not there," replied the prince's accomplice; "it is the bishop." "How so, the bishop!" Resting his head upon his hands, Philidor sat buried in reflection, until he recalled to his memory the whole progress of the game.

"At the fifth move," he at last said, "when I told you to advance the knight, you made a mistake and advanced your bishop."

At these words the Count d' Artois seized with wonder and admiration, rose from his seat, confessed the trick, and asked Philidor's pardon. Next morning he sent him his hundred louis in a gold box, bearing his initials in diamonds.

Gerrit Smith's Donation to Oswego.—The Oswego *Times* publishes the letter of Gerrit Smith appropriating $25,000 for the purchase of a lot, erecting a building, and establishing a Public Library in Oswego.—He advises that some $15,000 or $20,000 of the amount be expended in a lot and building, the balance in books, and the rents of that part of the building not devoted to the library to be used in adding books from year to year. He enjoins that the Library shall be located on the East side of the river, and adds:

"My only other injunction is, that the privileges and benefits of the library shall be always as accessible to the one sex, as to the other; and that no person on account of their race, complexion, or condition, shall be shut out from these privileges and benefits, or in any degree, curtailed of them.

As to the character of the library—I have only to say, that my warm wish is, that no books unfriendly to truth and purity may ever find a place in the library."

Wind Against Steam.—The clipper ship Sovereign of the Seas has been chartered at London, for Melbourne, Australia, at £7 sterling per ton freight. She is to return £2 10s, if she fails to make the passage quicker than any steamer on the berths at Liverpool or London.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Baltimore and Ohio	Transferable. Taxed	6	1867	96	96½
Do do	Coupons. Not Taxed	6	1875	95	98
Do do	" "	6	1880	94	94½
Do do	"	7	1860	95¼	97
Do do		6	1885	89	90¼
Bellefontaine and Indiana	1st mortgage, convertible	7	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st " convertible	7	1870	99	100
Do Mississippi	1st " "	7	1862	95	100
Do Aurora	1st " "	7	1866	90	93
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland, Painesville and Ashtabula	1st "	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Columbus, Piqua and Indiana	1st " convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Eaton and Hamilton	1st "	7	1862	84	87
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6	....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	7	1862	96	100
Greenville and Columbus	1st mortgage	7	1862		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Indiana Central	1st " convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	106	106½
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	93	95
Do do	2d " "	7	....	85	87
Lawrenceburg and Upper Mississippi	1st " "	7	1866	93	95
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	94	97
Do do	Dividend	6	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	7	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Lexington	1st " convertible	6	1870	87	90
Michigan Central	No mortgage, convertible	8	1860	112	113
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Do Southern	1st " " "	7	1860	104⅜	105
Milwaukie and Mississippi	1st " " " 1857	8	1862	103	105
New Albany and Salem	" on 1st section	10	1858–62	108	110
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	118
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	91	92
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104¾	105
Do do	2d "		....	93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865–6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Panama	1st mortgage, convertible	7	1866	122	127
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	103	106
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Steubenville and Indiana	1st " "	7	1865	93	94½
Terre Haute and Richmond	1st " "	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	64½	65
Bellefontaine and Indiana	50	98	100
Chicago and Rock Island		97	100
Cincinnati Hamilton and Dayton	100	114½	115
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	131	133
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	95	97
Columbus and Lake Erie	50	50	70
Columbus and Xenia	50	116	118
Covington and Lexington	50	74	76
Dayton and Michigan	50	57	65
Dayton and Western	50	80	90
Eaton and Hamilton	25	72	75
Galena and Chicago Union	100	135	137
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	103	106
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
Lawrenceburg and Upper Mississippi	50	73	75
Little Miami	$50	119¾	121
Louisville and Frankfort	50	60	70
Louisville and Nashville	100		
Macon, Georgia		107	109
Mad River and Lake Erie	50	96	101
Madison and Indianapolis		85	87
Marietta and Cincinnati	50	74	90
Maysville and Lexington		60	75
Michigan Central		107	108
Michigan Southern		123	125
New Albany and Salem	50	65	70
New York and Erie	100	75	97
Northern Indiana		122	124
Ohio Central	50	95	100
Onio and Mississippi	50	93	95
Ohio and Pennsylvania		90	100
Panama		111	112
Pennsylvania	50	99½	100½
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Scioto and Hocking Valley	50	60	70
Springfield, Mt. Vernon and Pittsb'gh.	50		
Terre Haute and Richmond		107½	108½
Toledo, Norwalk and Cleveland		146	150

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	109¼	110
Do	6	1862	116¼	117
Do	6	1867	121	122
Do	6	1868	121	122
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847		98
Do do Internal Impt.		1847	91	92
Do Interest do		....	61½	62
Indiana	5	....	99¼	99½
Do	2½	....	55	56
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¾
Do 15 years	6	....	108	109
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107¾	108
Do	6	1870	115½	117
Do	6	1875	115	117
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	....	94½	95
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109
City Securities.				
Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	107½	108
Do	5	1865	92	92½
Boston Bonds	5	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	88	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			105	106
Lafayette, Cincinnati, (closing)				
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			115¾	116
Northern, and Branches			117¾	118
Southern, and Branches			103	106
Bank of Louisville			116¼	118
Kentucky Trust Co			101	102
Farmers' Bank of Kentucky			105	107
Newport Safety Fund Bank			100	102
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
MISSOURI.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			98	100
Planters'			97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 60	@	16 80
Patriot Doubloons	15 80	@	16 00
Sovereigns, light	4 85	@	4 88
Sovereigns, heavy	4 87	@	4 90
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 05	@	1 05
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$186	$190
80 acre warrants	93½	96
40 acre warrants	46½	48

MONETARY.

Since our last issue there has been but slight change in the state of money affairs at the East. The demand is still greater than the supply; and the Bank curtailments, —some $,3000,000,—preparatory to their weekly exhibits, by calling in their loans, cause speculators to become desperate bidders for money. The weekly Bank statements made a poor show, and have had an uncomfortable effect on the market.

The following is the footing up of the weekly statement of the New York City Banks compared with the quarterly statement of June 11. The decrease of specie is less than, from the recent gold export and Sub-Treasury accumulation, was expected in some quarters:

	August 6.	June 11.		
Loans	$97,899,499	$93,200,420	Inc.	$4,699,079
Specie	9,746,441	12,021,851	Dec.	2,275,410
Circulation	9,513,053	9,059,481	Inc.	453,572
Deposits	57,995,986	58,087,916	Dec.	91,930

The rates for money are very irregular, varying from 7@12 per cent., according the standing and length of paper offered.

Foreign Exchange has been very unsettled, ranging from 107@110. The leading houses draw at 109@109½.

The continued pressure in the Money Market has compelled the selling of Stocks, and this forcing of Stocks upon the market has produced a corresponding decline, especially in the Fancies.

We give a few examples of the decline, *viz:*

	Aug. 4.	Aug. 11.
Erie	75	69½
Hudson River	70	67
Crystal Palace	116	115
New York and New Haven	101	100

Yet amidst this heavy falling off, as indicated in this report and in our last issue, it is a singular fact that no Broker has yet failed, a somewhat curious circumstance, and indicative of good backers.

The redemption of Government stocks has taken place to the amount of some $500,000, of the $5,000,000 asked for by the Secretary.

An arrival of some $2,000,000 of gold from California rather increased the stringency of the market, as it was accompanied by sight drafts, which could not be paid by the gold, as it had to go first to the mint to be coined, and consequently these drafts had to be paid from other funds.

Western Railroads are also calling for large sums.—Yet amidst all this flurry, there is every indication of soundness at the bottom, and the market will probably be more steady and firm than for some time heretofore.

At the West the Money Market is not so subject to changes as at the East; consequently we quote money at the usual rates, with an active demand, rather increased with us by the action of our City Banks and deposit Brokers in refusing all of the *State Stock Bank Notes*, in consequence of some of the genuine impressions having been stolen. But little information has become public in relation to the affair, which is now undergoing a quiet, but strict investigation.

Eastern Exchange has receded to ¼@½ per cent. with little demand.

In Stocks, Shares, &c., there is nothing doing. Our quotations are made up from what few sales of our Western stocks have been made in New York. We see that S. Draper, Esq., made a sale of $2,000, C. H. & D. 2d. Mortgage Bonds, at 95. This Company has just declared a dividend of 5 per cent. for the last six months.

The New York *Courier and Enquirer* gives the following as the estimated product of the precious metals throughout the world in 1852:

	Silver.	Gold.	Total.
American	$31,000,009	$87,000,000	$118,000,000
Australia	—	76,800,000	76,800,000
Europe	8,000,000	22,000,000	30,000,000
Asia	5,000,000	14,600,000	19,600,000
Africa, &c.	—	3,800,000	3,800,000
Total	$44,000,000	$204,200,000	$248,200,000

The following will exhibit the amount produced at various periods prior to that named above:

1492	$250,000	1800	$52,529,867
1500	3,000,000	1843	73,678,743
1600	11,000,000	1848	86,661,060
1700	23,000,000	1851	174,000,000

LOUISVILLE AND SANDUSKY RAILROAD.—By an advertisement in the Sandusky papers, we learn that books for subscription to the capital stock of this road will be opened in Sandusky on the 29th inst., and at Huntsville, Logan county, and Piqua, Miami county, on the 6th of September.

GARDNER'S STEAM DRILL.

The crowded state of our columns has heretofore prevented our noticing this useful invention. We take the following description of the Drill and its operation from the *Transcript:*

Allow us briefly to describe the engine whose powerful blows excavated in our presence a huge hole horizontally in the granite. Figure to yourselves a platform about three and a half feet wide, and ten or twelve feet long, made of very strong timbers, firmly bolted together. On the hinder end of this frame or platform stands a small upright steam boiler, and engine (fastened to the boiler) of three or four horse power. From the forward end of the platform rise four posts, strongly braced, and six or seven feet high.—The posts serve to support a strong iron frame bearing the drill and its apparatus, and allow it to be moved up or down, and to be placed in any position from the horizontal to the vertical. It can drill a hole above or beneath the machine, or in any intermediate direction.—The drill is held in an iron mandrel, which is placed in the iron frame, which last is supported on trunnions moving in iron boxes between the aforesaid upright posts. Through these trunnions runs a shaft, on which are placed two cams inside, and a band wheel outside the posts. This band wheel is connected by a belt with the fly wheel of the steam engine. The cams serve to draw back the drill from the rock, and at the same time compress an India rubber spring of about five inches in diameter, and fourteen inches in length. The reaction of this spring gives gigantic force to the blow when the cams have released the mandrel. The length of stroke is about six inches.

This mandrel is connected to a crosshead which slides in guides, and this crosshead, by means of a stout screw, to another crosshead, against which the cams press in drawing back the drill and compressing the spring—which spring reacts against this latter crosshead, giving impetus to the drill. By a very simple but ingenious combination of a twisting bar, a pall and a ratchet wheel, the drill is made to turn on its axis about one tenth of a revolution, more or less, each time the drill is drawn back. Thus it is at every blow compelled to strike in a new place, each time taking out chips, clearing itself readily, and not making a wedge hole. The strokes were rapid; sometimes 100 to 125 per minute, and might be easily increased to 150, or perhaps, with longer practice, even 200 per minute.—By another simple arrangement, the combination of twisting bar, pall and ratchet wheel causes the aforesaid stout screw to rotate slowly, and thus the drill is advanced toward the rock with a rapidity varying according to the softness of the stone; in limestone it might advance perhaps five or six, or even many more inches per minute. The drills in granite will ordinarily be changed about every six inches; but fourteen inches have been drilled without change.

In the common way of drilling, three men can sink a four-inch hole only about forty inches per day of ten hours, or four inches per hour. While this machine was in operation, we saw the drill enter the rock horizontally, in a four-inch hole, at a rate of ten inches in eleven minutes, with two men only, and this, be it remembered, was not limestone or any of the softer rocks, but the hardest kind of Quincy granite. We can understand this better when remembering that two blows are given every second, each blow with the power of twenty men. Some of the advantages of this machine over others are: 1st. The machine is relieved of the violent shock caused by the reactive force of the blow, unavoidable in machines hitherto constructed. 2d. The drill is kept uniformly rotating and advancing, and can not turn backward, nor recede from the rock, being prevented by the ratchet wheels. 3d. The whole machine tends to advance toward the rock, in consequence of the reactive force of the spring. Other machines tend to "advance backward." 4th. A number of drills may be operated in the same machine, and at the same time, and in different directions—thus rendering it very useful for tunneling. To contrast the expenses of hand and machine drilling, suppose twelve gangs of three men each at $1.25 per day, amounting to $45, can sink twelve holes of forty inches each, amounting in all to 480 inches, or forty feet. Let us see how much it would cost to do the same by the steam drill. Say two men, at $1.50 per day each, plus say $1.25 per day for coal, and 75 cents per day for interest on the cost of the machine and repairs, amounting in all to five dollars per diem. This is one ninth the cost of hand labor, no allowance being made for contingencies. An invention which not only promises thus much, but actually performs it, will not be long overlooked by intelligent contractors for railroads, and mine and quarry owners. We understand it is exhibited in full operation at the New York Crystal Palace.

Those who are interested may find a notice in our advertising columns, concerning the machine.

DR. CALDWELL'S THOUGHTS ON RAILROADS.

MORAL INFLUENCE.

The late Dr. Charles Caldwell, who died recently at the advanced age of near 90, and who was quite celebrated as a public writer, delivered an address on railroads, in November, 1831, before the Lexington (Ky.) Lyceum. The particular branch of the subject spoken upon was the MORAL INFLUENCE of railroads. Many of his views were so just, and have since been so fully realized, that it is interesting to refer to them. One of the interesting views taken by him is, the ONENESS of the great American Republic, pervaded, united, and harmonized by the mighty ubiquity of railroads. Here is a part of his remarks on that subject:

"They will make consolidated societies of whole nations. The island of Great Britain will be formed into one vast institution, whose knowledge and feelings will make a common stock. Of the empire of France, the same will be true. Her two-and-thirty millions of inhabitants will be concentered in Paris.—How brilliant will be then the blaze of knowledge that will issue from that great capital! and how tremendous the power it will be able to wield! What hostile force will dare to approach such a moral volcano, whose slumbering fires the first breath of war would awaken to fierce and desolating action! With the expedition of magic, the whole embodied prowess and power, and all the military enginery of the nation, might be brought to bear on any single point, to discomfit and destroy an approaching enemy. The aspect and condition of the United States will be still more impressive, because it will be exhibited on a grander scale. She will present the most magnificent association that the sun shall shine on. Her knowledge, and feeling, and power will be ONE. She will be ONE in all her attributes, without the least disposition to divide herself, while no earthly force can compel a division. The distance from Maine to Louisiana, or perhaps to Texas, and from the Atlantic ocean to Missouri and Arkansas, or even to the Rocky Mountains, will be no longer measured in miles and perches. The distance will be computed by the time consumed in a journey from the one extreme to the other. And that will be short; much shorter than was requisite, but a few years ago, to convey a traveler from Boston to Philadelphia, or from Richmond to Charleston.—By the arrangement contemplated, our sectional feelings and interests will be extinguished, and even our sectional names will be little else than history. When, as respects our Union, East, and West, and North, and South shall be spoken of, they will mean nothing more than adjacent points or groups in the same great and harmonious society. For all, I repeat, will be merged in national *oneness*.

The moral and social unity, which will then prevail throughout our country, constitutes one of the grandest objects that contemplation, looking into the future, can dwell on. To cement it more by affection and interest, the ties which man most reluctantly breaks, and therefore to render it more indestructible, numerous marriages will be contracted, and family alliances formed between the inhabitants of remote States, and of distant sections of the same State. This will be the necessary result of an intercourse among the people, so intimate and general as will then prevail.

The imperishable cementation (I was near saying *identification*) between the whole population of the United States, which this condition of things will produce, constitutes a theme too vast for the tongue to describe, or even for the imagination distinctly to conceive. The reason is, that man has yet seen nothing like it, because the means to effect it have been wanting. It will be a new creation, which must be seen and examined before it can be correctly understood or spoken of. Hitherto, extended plains and lofty mountains, and, in some instances, trackless wildernesses, have separated our States and communities from each other. But railroads will annihilate all such barriers, and bring into contact the inhabitants of the remotest points of the Republic. The entire people of the United States being thus formed into a compact society, will enjoy the advantages, moral, intellectual, and physical, arising from facility of intercourse with each other."

Of the *revolution* which is now going on, and will go on for years to come, in crossing the continent of America, Mr. Caldwell seems to have had a clear, though distant glimpse. He says:

"As nations shall advance in knowledge and power, I almost shrink from giving language to my conceptions, lest they should be deemed extravagant and wild. But, from the most temperate view I can take of the subject, I see no ground to doubt that the invention is destined to produce, in time, an entire revolution in some of the leading channels of the commerce of the world. I allude particularly to the channels between Europe, Asia, and Oceanica, and between the latter continents and North America, and the eastern section of South America. Between these great divisions of the globe commerce has been, heretofore, and is at present, carried on by tedious and dangerous voyages round Cape Horn and the Cape of Good Hope.

The amount of time and labor, wealth and human life, already wasted in that form of intercourse is incalculable. But, if I mistake not, railroads offer a remedy for the evil.—Let one be constructed across the isthmus of Suez, and another across that of Darien, and the work will be done. They may, if it be deemed advisable, be made to transport entire ships and their cargoes, without unlading, from one body of water to the other. Setting aside the immense saving of human life that will be thus effected, given points in the Southern and Pacific Oceans can then be reached, from Europe and America, in a tenth part of the time that is now required. And the enterprise, far from being impracticable, is neither difficult nor expensive. The Mediterranean and the Red Sea can be more easily connected by a railroad than New York and Philadelphia; and the distance from the Gulf of Mexico to the Pacific Ocean is about the same."

The crossing of the Isthmus, however important, is now but a small idea, compared with that of crossing the continent with a grand highway for the commerce of the world; but *that* also we shall soon do. The real *effects* of railroads on commerce, morals, and even education, are scarcely yet begun. They will be wonderful indeed, and wonderful will be the revolution accomplished.

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.

S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

Office Cin., Ham. & Dayton R. R. Co.
CINCINNATI, Aug. 9, 1853.

THE Directors of this Company have this day declared a dividend of Five per cent. on their capital stock, payable to the stockholders registered in Cincinnati on demand; and to those registered in New York, on and after the 25th inst., at the office of the Ohio Life Insurance and Trust Co., in New York.

FRANK S. BOND,
au18-1* Secretary.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the County Auditor's Office until Saturday, the 27th inst., at 10 o'clock, A. M., for building the following bridges and culverts, viz.:

One Truss Bridge, 59 feet span, over west branch of Millcreek, in Springfield township.

One Truss Bridge, 30 feet span, one mile northwest of Mt. Pleasant, on Adam's road, Springfield township.

Superstructure of Bridge over Miami Canal, above Lockland, Sycamore township.

Two Truss Bridges, 35 feet span, over Crawfish creek, Spencer township.

One Culvert, 5 feet span, near William Durrells, Millcreek township.

One Truss Bridge, 30 feet span, over Rapid Run, near John Cartizer's, Delhi township.

One Truss Bridge, 35 feet span, over Lick Run, near graveyard, Millcreek township.

One Truss Bridge, 30 feet span, near Solomon Walewright's, Sycamore township.

One Truss Bridge, 30 feet span, east of Madison, Columbia township.

One Truss Bridge, 20 feet span, south of Polktown, Symmes township.

One stone-arched Bridge over Millcreek, with two or more arches, to be located near the railroad culvert at the mouth of Lick Run.

All proposals to be sealed and directed to the County Commissioners, marked Proposals or Bid for County Work. All bids for wood work to state the price per 100 feet, board measure, and stone work the price per perch of 25 feet, cubic.

For plans and specifications, call at Auditor's Office, where they will be on file at least ten days before the day of letting.

N. B. All persons interested in the above will please call at Auditor's Office, and give bond for the necessary fill, as the Commissioners will not build any of the above without the assurance that the file will be made. By order of the Commissioners:

E. C. BALDWIN,
au18-2w. Auditor Ham. Co., O.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — McMULLEN'S SUPERIOR WHITE HOSE, not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.

au18-3*

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.

Pittsburgh, Pa., August 15, 1853.—au18-3*

NOTICE.

AT a regular meeting of the Board of Directors of the Cincinnati, Indianapolis and Chicago Railroad Company, held at Brookville on the 25th inst., GEORGE HOWLAND, Esq., of that place, was elected President of said Company.

By order of the Board.

J. D. HOWLAND, Sec'y.

July 26, 1853.—au4-3t.

CARDS.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIRS.

No. 64 Second St., one door west of Broad.. iy

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ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

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Collections made on all theprincipal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.

Office, No. 7 Burnet House.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,

CINCINNATI.

Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

ENGRAVERS, &c.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 34 West Fourth Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

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Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati.

†mr3

Lithography and Engraving,

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

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And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.



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Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

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General Map Establishment,

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CINCINNATI.

E. MENDENHALL,

MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

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BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin. †mr3

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

ENGINEERING!!

The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,

May 5-tf 64 Broadway, N. Y

Stereotype Foundry.

C. F. O'DRISCOLL,

BEGS to inform Printers, and the public, that he has purchased the *old Established Foundry of*

A. C. JAMES,

No. 167 Walnut Street,

and that he is now prepared to execute all sorts of work in the line of his business.

Having been for upward of twenty years in the well known Type and Stereotype Foundry of L. JOHNSON & CO., Philadelphia, he hopes to be able to satisfy all who may favor him with their patronage.

BRASS RULE, LEADS. &C.,

Will be kept constantly on hand, and

TYPE OF EVERY DESCRIPTION,

From the foundry of L. Johnson & Co., will be furnished at their prices.

Cincinnati, 1853. jy21-1*.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description,

Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

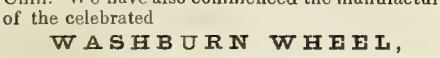
BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

FULTON CAR WORKS,



CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

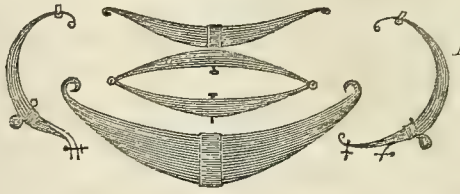
WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,

†ap14. Fulton Car Works, Cincinnati, Ohio.

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY. Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

IN COURSE OF PUBLICATION.

LARGE MAP

OF THE

STATE OF OHIO,

EXHIBITING THE

Sections, Fractional Sections, Townships, Cities, Villages, Post Offices, Railroads, Canals, Turnpikes, and Plank Roads.

TO BE PUBLISHED BY

E. MENDENHALL & CO.

No. 3 College Hall, Cincinnati, O.

The Officers of the different Railroads feeling desirous of having their roads *correctly* laid down upon the Map, will please call, or send a plat of their different roads to the Publishers.

E. MENDENHALL & CO.
No. 3 College Hall, Cincinnati, O.

Size of the Map, 58 by 55 inches. Will be ready for delivery by the 15th August.

☞ Price—Mounted, $6. In Pocket Case, $4.

HEWSON & HOLMES,

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CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the Engineer's Office of the Pittsburgh, Maysville and Cincinnati Railroad, in McConnelsville, until the 20th of July, for the graduation and masonry of the line of road (about 35 sections) between the Muskingum river and the Central Ohio Railroad.

Bids enclosing proper testimonials will be received for the whole or any number of the above sections.

Plans and specifications will be ready for examination after the 10th of July.

The division between the Muskingum and Hocking rivers, will be offered for contract as soon as the location is completed.

The above letting is postponed until August 20. Specifications will be ready ten days previous.

ROBERT MAC LEOD,
Chief Engineer

M'Connelsville, June 4, 1853. je16w10

RAILROAD ELECTION NOTICE.

NOTICE is hereby given that the annual meeting of the stockholders of the Marietta and Cincinnati Railroad Company will be held on the third Wednesday of August, prox., being the 17th day of the month, in Chillicothe; at which time Directors for the ensuing year shall be elected.—This notice is given in conformity with the 7th Rule and Regulation of the Company.

SENECA W. ELY, Secretary.

Chillicothe, July 21, 1853.—jy28-4w.

IMPORTANT TO RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,

je30-tf. Publishers, Columbus.

"GARDNER'S ROCK DRILL."

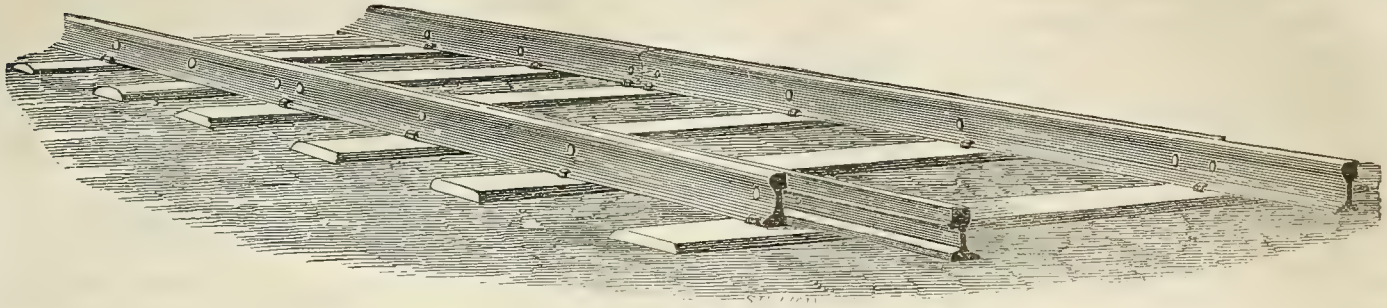
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
Trinity Building, New York.

je30†

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track — it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Cincinnati, Hamilton & Dayton R. R.

WEST LINE.

Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Four Daily Trains.

First Train—Accommodation Express, at 6½ o'clk, A. M.
Second Train—Lightning Express, at ....7½ " A. M.
Third Train—Accommodation, at.....2 " P. M.
Fourth Train—Evening Express, at.....5 " P. M.

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 o'clock A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago.

Through from Cincinnati to Chicago direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago.

Through from Cincinnati to Chicago direct.

Indianapolis, Terre Haute and Lafayette.

First Train—Accommodation—leaves Cincinnati at 6.30 o'clock A. M., and Second Train—Lightning Express—leave Cincinnati at 7.30 o'clock A. M.

Through from Cincinnati to Indianapolis same day.

Eaton, Richmond, and Centerville.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—Evening Express—5 P. M., connects at Hamilton to Eaton and Richmond, connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fourth Train—Evening Express—at 5 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Huntsville.

Third Train—Accommodation at 2 o'clock P. M., connects at Dayton for Huntsville.

Oxford and Connersville.

First Train—Accommodation Express at 6.30 o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fourth Train—Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route	$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad	19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads	18 00
An additional charge of 50c. via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake steamers	17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg	17 00
From Cincinnati to New York via Lake steamers and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake steamers	8 00
Do do Detroit	6 75
Do do Chicago via Detroit	11 50
Do do Toledo	6 75
Do do Chicago via Toledo	11 50
Do do Sandusky	5 00
Do do Clyde	
Do do Terre Haute	5 50
Do do Lafayette	5 50
Do do Indianapolis	3 50
Do do Greenville	2 50
Do do Troy	2 50
Do do Dayton	1 50
Do do Richmond	1 60
Do do Eaton	1 25
Do do Hamilton	60
Do do Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., and at the ticket office, Cincinnati.

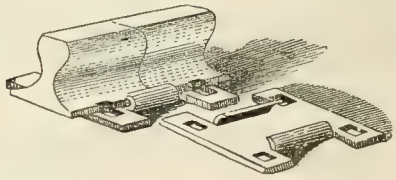
jy20 W. A. LATHAM, Ticket Agent.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



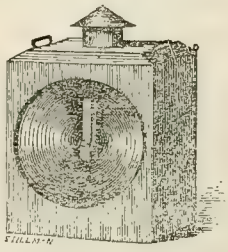
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,

†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,

†je2 No. 15 Pearl Street, Cincinnati.

Louisville & Nashville Railroad.



Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst, for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.

Louisville, Ky., July 1, 1853.—jy14-8w.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

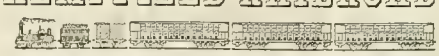
THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

HEMPFIELD RAILROAD.



NOTICE TO CONTRACTORS.

PROPOSALS will be received at Wheeling, from the 15th to the 22d day of August, for the grading of twenty additional sections, and all the heavy masonry on the line of the Hempfield Railroad.

The work now offered includes section No. 1, entering the city of Wheeling, with a small tunnel under the new grave yard, and a high bridge across Wheeling creek.

It includes also an important bridge across the Monongahela river, and another across the Youghiogheny.

Among the sections offered, four a between the Youghiogheny and Monongahela rivers, several in the valley of the little Sewickley creek, several on Mingo creek, and three on little Wheeling creek.

On one of the sections east of the Monongahela river is an important job of tressel work.

The work now offered is situated in a healthy district of country, and will present attractions to able contractors.

Plans and specifications will be found at the Engineer's Office in Wheeling, after the 15th day of August.

P. S.—The contractor for section No. 57, on which there is an important tunnel, having failed to fulfil the terms of the agreement, the work will be re-let at the same time to parties capable of giving adequate evidence of their ability to carry it through. By order of the Board.

R. T. CONRAD, President.
CHARLES ELLET, Jr., Chief Eng'r. jy21-5t.

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.

CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

STEAMBOATS.

NEW ORLEANS AND TEXAS
U. S. MAIL LINE
LOW PRESSURE STEAM SHIPS.

Louisiana	1300 tons		Capt. J. Smith.
Mexico	1200	"	Capt. H. Place.
Texas	1400	"	Capt. James Lawless,
Perseverance	1000	"	Capt. Thos. Forbes.
Yacht	500	"	Capt. John Lawless.



THE above new and magnificent Steamships, built expressly for this Trade, without regard to cost, (as are all the vessels in this Line,) with solid floor-timbers and frames, doubly iron braced.

"Carrying the U. S. Mails," leave on Sundays and Thursdays, at 8 o'clock, A. M., punctually, from the foot of Julia street. Taking passengers for

Galveston, Houston, Austin, Matagorda, Saluria, Indianola, La Vaca, Victoria, San Antonio, Brazos Santiago, Point Isabel, Matamoras, Brownsville, &c., &c.

Connecting with Stages and Steamboats. Likewise carrying the U. S. Mails into the interior.

For Freight or Passage, having elegant State Room accommodations, apply to

HARRIS & MORGAN.
No. 79 Tchoupitoulas St., New Orleans.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and Cincinnati.

Ben Franklin.....Summons, Master.
Telegraph No. 3..... ...McLellan, Master.



LEAVE each Port daily at 10½ o'clock, A. M. Connect at Cincinnati with the Pittsburgh Packets and with the Railroads North and East.

Connect at Louisville with the St. Louis Mail Line of Steamers, the New Orleans Steamers, and the various Land Routes South and West.

nd at all intermediate points.

ROGERS & SHERLOCK,
No. 2 Broadway.

U. S. MAIL LINE OF STEAMERS,

Between Louisville and St. Louis.

TRI-WEEKLY.

PIKE leaves Louisville every Monday, at 10 A. M. Leaves St. Louis every Thursday, at 4 P. M.

GENERAL PIKE leaves Louisville every Wednesday at 10 A. M. Leaves St. Louis every Saturday at 4 P. M.

LADY FRANKLIN leaves Louisville every Friday, at 10 A. M. Leaves St. Louis every Monday at 4 P. M.

ROGERS & SHERLOCK, Cincinnati.
C. BASHAM, Jr., Louisville.
WM. DWYER, St, Louis.



1853.



$11 THROUGH.

Most Safe, Cheap, and Comfortable Route

TO THE EASTERN CITIES,

By the CINCINNATI AND PITTSBURGH STEAM PACKET LINE to Pittsburgh, thence by the central PENNSYLVANIA RAILROAD through to Philadelphia and Baltimore,

In 19 hours.

☞ Fare from Cincinnati through to Philadelphia and Baltimore, eleven dollars.

☞ Tickets to be had on board.

☞ Trains leave Pittsburgh at 3 and 11¾ o'clock A. M

☞ The steamers of this line are the largest, fastest, safest, and most superb vessels now running in the West, all provided with safety guards, etc., in compliance with the late law. All that money can procure to add to the comfort and convenience of passengers has been provided.

Buckeye State, Capt. Beltzhoover, leaves on Wednesday;

Keystone State, Capt. Stone, leaves on Thursday;

Allegheny, Capt. McLean, leaves on Friday;

Cincinnati,	"	Kountz,	"	Saturday;
Brilliant,	"	Grace,	"	Sunday;
Pittsburgh,	"	Campbell,	"	Monday;
Messenger,	"	Klinefelter,	"	Tuesday.

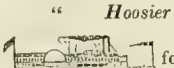
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For tickets or information apply to

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22 Broadway, Cincinnati.

CINCINNATI AND MADISON
DAILY UNITED STATES MAIL LINE.

Steamer *Wisconsin* .... Capt. T. T. Wright.
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The above splendid steamers form a daily line to Madison, connecting with the Railroad to Indianapolis, Terre Haute, and St. Louis.

A. IRWIN, Jr., & CO.,
FORWARDING MERCHANTS,
STEAMBOAT TRANSPORTATION AGENTS,
No. 22 Broadway, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ½ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

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ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.

Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St, Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

Branch Office, No. 30 West Third St., Cincinnati, Ohio.

Branch Office, Wheeling, Va.

Directors.

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PLINY FISK, Actuary.

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NOTE.—This Company desire to induce butiness only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

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X. The London Quarterly Review on the Gold Question.

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Office Bankers' Magazine, No. 167 Broadway.

SOLID HUB CAR-WHEEL,

Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

HOLLIDAYSBURG, PA., March 7, 1853

We, the subscribers, have been using Kelly & McLanahan's solid hub Car Wheel, manufactured at Gaysport Foundry, Blair Co., Pa, during the past two years, and recommend it as the best chilled, strongest, and most durable wheel used on the Allegheny Portage Railroad; and equal, at least, to any used on any other road.

David Watson, for Pennsylvania and Ohio line
Wm. M. Lloyd, for Union line; Henry Lloyd for D. Leech & Co's line; Thomas Bingham, for Bingham's line; R. M. Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

KELLY & McLANAHAN,

mr24*6 Hollidaysburg, Pa.

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale by

†mr17] GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER,
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Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS, Plush and Curled Hair.

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Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
6*mr17

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

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Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

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Type and Stereotype Foundry.

THE subscribers would call the attention of Printers to the greatly reduced prices of their present list. They now offer

Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
Brevier	42 "	Diamond . .1	60 "

Determined to spare no expense in making their establishment as perfect as possible, they have recently got up a complete set of justly celebrated SCOTCH-CUT LETTER, from Diamond to English, to which they particularly invite attention.

Having lately made numerous additions to their stock of Fancy Types, Borders, Ornaments, &c., their assortment is now unrivaled in the United States; and their improved methods of casting, and of preparing metal, enable them to furnish orders in a manner to insure satisfaction.

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A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

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No. 167 and 169 Walnut St., Cincinnati.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

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AND

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THE RAILROAD AND ROUTE BOOK.

☞ Railroad Officers, Superintendents, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

Name of Road;
Officers, and address;
Between what cities or towns;
Length;
Style of Rail;
Cost per mile;
When commenced and completed, or how far completed;
Hours of starting, and time table;
Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the next issue of

JAMES' RAILROAD AND ROUTE BOOK.

FOR THE WEST AND SOUTH,

Containing information relative to all the principal

Railroads, Rivers, &c. &c.

CULTURE OF CORN IN OHIO.

Ohio is the first State in the Union in the production of Indian corn, as it is in wheat. The culture, therefore, of corn in Ohio is no unimportant thing to the whole country.—About *sixty millions of bushels*, one tenth of all raised in the nation, is raised in this State. This 60,000,000 is raised on about 1,650,000 acres of land; so that the *average* crop is *thirty-seven bushels* to an acre. When it is considered how much upland of inferior quality is planted in corn, and how little of it receives good cultivation, this must be deemed a very high average. The averages by *counties* may be seen by the following examples, including some of the best, and worst corn lands in the State:

Counties.	Average.
Butler	42½ bush.
Erie	42½ "
Pickaway	40 "
Ross	42 "
Warren	41½ "
Adams	33 "
Auglaize	30 "
Clarke	33 "
Cuyahoga	33 "
Jackson	28 "
Lawrence	33 "
Portage	30 "
Sandusky	32 "
Vinton	31 "
Washington	34 "

It will be seen that the first *five* average 30 per cent. more than the last. The corn in the former is raised mostly on the *bottoms*, and in the latter counties, mostly on the *hills*.—The difference is very great.

Let us now proceed to the *premium* crops, or what may be called the *possibilities* of corn culture. We take from the Annual Report of the Board of Agriculture in Ohio—a most valuable document—the following specimens of premium crops:

Counties.	Acres.	Product.
Ashtabula	1	120 bush.
Champaign	1	131 "
Champaign	1	119 "
Franklin	11.6	1406 "
Lorain	1	159 "
Preble	5	621 "
Stark	2	294½ "
Stark	2	326 "
	25	3,177
Average per acre		127 "

We find here twenty-five *premium* acres average *one hundred and twenty-seven bushels*, per acre, which is certainly a great yield; but this only proves that the *art* of cultivation is better attended to, for here is an average at least double what will be deemed a good crop on good lands. But many persons say that this careful cultivation will not *pay*. It would be better to say that we have not labor enough to cultivate all lands in that way; and hence we are *obliged* to let nature do more than her share. But a rich farmer with good lands, say in Ross or Preble counties, can make this careful culture pay; and as proof, we give the cost and sales of corn on four acres of ground, planted by Joseph H. Stubbs, in Preble Co.:

Breaking up five acres	$5 00
Harrowing, before planting	1 50
Furrowing and planting	2 50
Hoeing, plowing, &c	6 00
Gathering and Cutting	10 00
Rent of ground	17 50
Total	$42 50
Product	621 bush.
Sold, at 25 cents per bushel	$155 40
Deduct cost	42 50
Profit	$113 90
Profit per acre	22 74

Here, then, is twenty dollars per acre profit for the *tenant*, after paying rent! It is easy to say that this is an accidental result; but it is just as easy to say that the land was well cultivated. But see again, the cost of *cultivating* alone one acre in Lorain county, by Mr. Sheldon, was *nine dollars*, and the product was *one hundred and fifty-nine* bushels! In this case, the ground was extraordinarily good, being bottom meadow sward, turned into corn. But look at the cultivation. That acre was gone over by the laborer no less than *ten times*, viz.: turned up once, harrowed twice, marked both ways once, planted once, plowed four times, and *hoed twice*. Now, suppose that bottom lands generally were cultivated in this way, would they not average 100 bushels per acre? At twenty-five cents only a bushel, and nine dollars per acre for cultivation, there would be a net profit to the farmer of *sixteen dollars per acre*. Suppose again, that a tenant rented this land at what is generally deemed a very good rent, four dollars per acre, he would clear twelve dollars per acre; and if he rented but fifty acres, could support his family and buy a quarter section of Government land in one year. This is in no way extravagant. Suppose, however, that he could hire no labor, he can do this in two years. Supposing he can do it in three years,

which in fact is often done, how certain and secure does it make the prosperity of the working men of sober and industrious habits! And it is thus that thousands of the best farmers of America have risen to a substantial and permanent independence.

But let us follow this corn culture to its ultimate end. Where is the market for this immense corn crop? The answer to this question will show some of the means of wealth possessed by the quiet cultivator in the far interior, six hundred miles from the tide-washed shores, whence the mariner spreads his sails for foreign ports.

In the first place, we may say, no dependence whatever is to be placed on foreign markets for the immense crop of Indian corn. England, the great importer of grain, takes but some five millions of bushels of corn, and if to this we were to add all that is put in *exported* meats, it would be but a mere drop in the ocean of that vast mass raised in the United States, and one half of which is raised in the valley of the Ohio, and that of the Missouri.

It is in changing its *form* into meats, and liquors, and finding a market among the laborers of our own country, that the farmer of the great Central West finds both a market and a profit for his Indian corn. One of the principal *changes* made is in feeding it to hogs, which after fattening, are converted into pork. There are not less than five hundred thousand (500,000) hogs fattened annually in Ohio, which consume in the fattening process about *eight millions* of bushels of corn. As there are four times that number of hogs and pigs in the State, it is quite probable that as much more corn is consumed in wintering these. There are also manufactured in this State about four hundred thousand barrels of whisky. From the single port of Cincinnati there are annually exported from two hundred and fifty to three hundred thousand barrels of whisky, enough to fill a harbor sufficient to float a fleet of ships!

The whisky manufacture probably consumes *twelve millions* of bushels. It is the distilleries which fix the money price of corn; and if one would learn one of the great frauds devised to perpetuate evil upon earth, let him know that this whisky is largely used for the manufacture of the *falsely called* wines, brandies, gins, and other liquors which appear on the tables of hotels, private gentlemen, &c., to feed the vulgar appetites of the "better class," who look with contempt upon the bald whisky of the laborer. After these great consumers of Indian corn—the hog and the whisky maker—we have all the fatted cattle to feed, which will probably consume *three millions* of bushels more. Then we have the stock cattle and the horses to winter, and the domestic consumption. With all these uses for it, our sixty millions of Indian corn in Ohio is not too much. We have use for the whole of it; and in proof of it, we know that in seasons when the crop is short, the price of corn doubles, and many farmers find themselves short of a supply. Even in this great producing country, and in that abundant article, Indian corn, we have daily evidence that the production is not beyond the demand; but on the contrary, that from year to year, the price of this staple article advances, and on the completion of our numerous railroads to markets, it is certain that corn will advance largely in price. Let us look now for one moment at the *work* which Ohio corn performs in the world's great machinery of life and art. First, we have corn made into bread, and eaten by thousands, who prefer it to wheat. Even the Queen of England has condescended to eat mush, or hasty pudding, that her subjects may imitate so exalted an example. Next, we have it made into pork. And what is pork? Hams; which are exported from Ohio to almost every part of America and Europe; and upon which epicures, and gourmands, and ladies, and merchants, and the well to do, feed in every great hotel. Then there are *jowls*, and *sausages*, and *lard*, &c., which go from the tropics to the arctics, feeding Cuba planters, and Northern whalemen. Then there is *pickled pork*, that great article of traffic the world over. And, here we see Ohio corn feeding with bacon the slaves of the South—with pork, the sailors upon every ocean, and the soldiers in every fortress; with *lard* buttering the bread of tropical planters; with *lard oil* lubricating the wheels whose movements fabricate the clothing of the country; appearing, as most delicious *beef*, on the tables of princely merchants; and finally, in *whisky*, and *brandies*, and *wines*—manufacturing thousands of drunkards, and poisoning the fountains of life and happiness!

Such is the beginning, use, and end of Ohio corn; one of the most valuable plants ever conferred upon man, and which has done as much to sustain life, to encourage the arts, to increase commerce, to create wealth, and, finally, to perpetuate one of our greatest vices, as any thing which can be named in the circle of human acquisitions. Man once did without it, and might now. But it has almost driven the possibility of famine from the earth, and tens of thousands will hereafter rise to life and happiness who could not have existed but for the discovery of this precious plant.

INJUNCTION.—Judge Ramsey, of the Supreme Court, has granted a writ of injunction to prevent the Dayton and Michigan Company from constructing their line in such a way as not to make Sidney a point; that place, we believe, being named as a point in the charter of the Company.

Railroads.

THE PENNSYLVANIA CENTRAL R. R.

Our own conviction has been that the Pennsylvania Central was to be the most profitable of all the arterial lines leading to the East, and that when the mountains were fairly broken down, by the completion of the Road around the *planes*, (the present positive *obstruction* to the Pennsylvania works,) that no road in America would do so much business. The returns of the last six months fully confirm this view. The following is a comparative statement:

6 months in 1853	$1,459,137
6 months in 1852	980,903
Increase	$478,234

The total receipts of 1853 will exceed $2,500,000. The cost of the Pennsylvania Central, up to 1853, is $12,000,000. The *gross receipts*, therefore, are about 20 per cent.—The cost of the Erie (N. Y.) Railroad is about $30,000,000, and the *gross* receipts this year will be about $4,000,000, which is less than 14 per cent. So also the gross receipts of the Pennsylvania Central, in proportion to capital, are much greater than those of the Baltimore and Ohio; and we think they will be larger than those of the New York Central. The Pennsylvania Central is now completing the road around the Allegheny summit, and also laying a double track. This is indispensable to the success of all the great lines.

The outlay of capital in the Pennsylvania Central will be $16,000,000, perhaps more; say it is $20,000,000, with the double track. Then the *gross* receipts will be at least $4,000,000 per annum. The *net* receipts will be 50 per cent.—$2,000,000—which will make a permanent increase of 10 per cent. on the stock.

We believe this estimate will be exceeded rather than diminished. The Philadelphia trade with the West is immense, and will be rapidly increased, as the vast Central interlocks with the veins and arteries of the West.

OFFICERS OF THE MARIETTA ROAD.—At the meeting of stockholders in Chillicothe, on the 17th inst., the following gentlemen were elected Directors of the Marietta and Cincinnati Railroad, for the ensuing year: W. P. Cutler, John Mills, Douglas Putnam, Noah L. Wilson, Beman Gates, John O. Cram, Wm. S. Nye, John Madeira, M. Scott Cook, Francis Campbell, Abraham Heigler, A. B. Walker, Hugh Smart; and at a meeting of the Directors, Wm. P. Cutler, Esq., was re-elected President; Col. John Madeira, Treasurer; and S. W. Ely, Secretary.

We learn that the contractors, at the recent letting on this road, are about to put a large force on the whole line, so as to complete it as nearly simultaneously as possible.

OHIO AND MISSISSPPI RAILROAD.

We are glad to find that this great work is progressing with all reasonable speed. It is confidently expected, that the part between Cincinnati and the Jeffersonville Railroad will be completed in November or December. This will make a connection with Louisville, tolerably direct, and will also bring one of the best portions of Indiana within railroad distance.

A large part of this distance is already graded, and the iron is now arriving for the whole. The tracklayers will begin laying the rails in a few weeks. Professor Mitchell, when in London, bought 9,000 tons of iron,—and Mr. Bacon bought 10,000 tons, in addition. The former is arriving *via* Quebec, and will be sufficient to iron the road from this city to the Jeffersonville Railroad.

No railroad connected with this city will be more advantageous to this city. In consequence of having no railroad directly West; while the Madison, Jeffersonville, and Indianapolis and Bellefontaine Railroads were in full operation, a considerable amount of produce, and traffic generally, have been diverted to other places. The completion of this road, however, will bring that business to this city directly. The greater capital, and enterprise of this city gives it an attraction to others, which no other place in the West has. The Ohio and Mississippi Railroad is to be the great arterial channel of the East and West trade in the Central West. This fact is well understood, and by none better than the great capitalists of Europe. We understand the Ohio and Mississippi Railroad Bonds sold by Professor Mitchell in London, at par, in New York have since reached 104. They have long since passed into private hands, and no Bonds, issued in this country, were so quickly taken up by private buyers.

There is now no impediment in the way of the complete and early completion of this work,—which is likely to be very profitable to all concerned, as well as the public.

☞ The Baltimore and Ohio Railroad Company have established coke yards on the coal property belonging to them on the eastern side of the great Monongahela bridge. They are now converting the coal of that region into coke for the use of their passenger trains, thus in a great measure doing away with that plague of railroad traveling, cinders.

Railroad Iron for Wisconsin.—We learn from the Milwaukie *Free Democrat* that Messrs. Bishop & Co. have purchased in England 2,800 tons of railroad iron for the Milwaukie and Watertown Road, and 3,600 tons for the Lake Shore Road, 1200 tons of which are to be delivered in New York during the present and next month, and the rest by the 1st of April, 1854.

LOCOMOTIVE FACTORIES.

The *American Railroad Journal* recently contained an article decidedly behind the times. It was recommending the erection of locomotive factories in Pittsburgh; because the writer did not see why Pittsburgh, Cincinnati, Louisville, &c., &c., could not manufacture western locomotives cheaper than they could be made in New England? No; and we have not the least notion of having them made East; and so *you* would think, Mr. *Journal*, if you saw them making here. Pittsburgh, we believe, has no locomotive factory; although she *ought* to have one. But Cincinnati has *two*, and Covington *one*, and we are not sure there are not others here.—Messrs. Harkness & Co. have made locomotives these three or four years. Messrs. Niles & Co. are now making splendid locomotives, turning out one in ten days, and expecting to make one a week. The other day we saw one of the best built locomotives in this country, going to the Little Miami Railroad Depot, destined for the Bellefontaine Road. This was carried from the factory to the Depot in rather a novel way. Temporary wooden rails were laid in the street about one hundred yards ahead, which, when passed over, were removed immediately by horses to their place in front. The steam was raised on the locomotive, and thus it transported itself through the streets; a rather ingenious way of getting through a city.

A. L. Greer & Co., Covington, have just erected immense works for the manufacture of locomotives. We shall be able to turn out here, if necessary, from 150 to 200 locomotives per annum. These will bring nearly a *million and a half of dollars*,—the labor and profits on which, we assure the good people who don't know us of this little town, *are worth saving*. We shall save nearly $200,000 to the West, by making these here, and we shall save to the town, $500,000 in the employment of labor. We are much obliged to you, our cousins of the Atlantic, but be assured that the town of Cincinnati understands the use of machinery pretty well.

We are making *cars* too, in abundance, all about. We are making *iron rails* too in any quantity; and we *guess* that the Lawrence county iron men will make *Winslow's compound rail*, (the best,) so that it shall outlast the English rail several years, and in the end be a saving on any you can get.

We do not care much about telling the world all we do in the way of machinery; for we have got a great deal more work to do than we can do, and have no time to talk about it. We have been supplying the sugar country with its machinery for a long time; and all the world with all sorts of mills, and engines, and gearing, &c. We have just got an idea of sugar refining, and if we once begin, you may be sure it will go. In fact, *machinery* of all kinds is a thing we work a good deal at.

RAILROAD ACCIDENTS.

It would seem as if there were a fatality attached to railroad traveling in the United States; that despite the numerous sad warnings, and—on some of our roads—additional precautions, collisions—and some of them inexcusable ones—will still occur. We scarcely take up an exchange that we do not see a record of some terrible mishap, resulting in the maiming or death of the passengers upon some one of our numerous roads.

The following table from the New York *Herald* will give some idea of the extent of this evil, for the *present* year only:

Months.	No. of Accidents.	Killed.	Wounded.
January	12	25	40
February	6	6	11
March	14	24	62
April	4	25	54
May	8	54	49
June	5	6	19
July	11	8	22
August	5	29	76
Total to Aug. 12..	65	176	333

Sixty-five casualties, a hundred and seventy-six deaths, and three hundred and thirty-three persons injured!

And yet this table does not enumerate those numerous casualties which have been owing to the carelessness of the victims themselves; only comprising such as were attributable to the management of the road.

Why is this? Can not some means be found to lessen, if not put a stop to, this constantly accruing list of casualties? Ere many years shall roll around, our country will present a perfect net-work of railroads, and should these disasters increase in the same ratio, who can compute the victims?

Several of the States have adopted stringent preventive laws, and others doubtless will do so. Yet it will be difficult to enforce very many of them. And even if they could be enforced, will dollars and cents restore murdered friends to their families? or limbs to individuals? Can money compensate the loss of a beloved husband, wife, parent, child or friend? or the loss of an arm, a leg, or an eye?

The remedy must reach deeper than mere pecuniary damages. It must go back to the original construction of the road, *and compel the laying of a double track in every case*, and the fencing in of the road so as to effectually prevent the access of cattle or other animals to the road. *Then* let pecuniary damages be laid upon negligence or carelessness in the running of the roads.

We are much gratified to see that our most prominent Western roads are adopting all possible modes of securing safety on single tracks, in the way of signal men. Among those roads, we take pleasure in enumerating the Little Miami Road, over which we re-

cently passed, and saw the small houses, like sentry boxes, placed at the necessary points, each with its occupant bearing a white or red signal in his hand, as occasion required. The Michigan Southern, we also learn from our exchanges, has adopted vigorous means for the prevention of accidents.

This plan of signal men at dangerous points, and the employment of *competent men*, upon trains and elsewhere, will do much to prevent, if not obviate entirely, all accidents except such as can not possibly be foreseen.

RACINE, JANESVILLE & MISSISSIPPI R. R. The Racine *Advocate* makes the following statements with regard to the condition of this Company:

"They have negotiated $50,000 of the Racine city bonds, and received the money, and have a proposition for $75,000 more at the same rate; and although the first sale was made at the rate asked by the Company, still they declined any more at less than par.—The contractor has purchased two locomotives, twenty freight, two passenger, and two baggage cars, all of the spikes and chairs, and is offered the iron, payable in the bonds of the Company. Sixteen miles of the road are graded, ready for the track. Depot grounds have been secured, both in Racine and Beloit. Leverett H. Clark, Chief Engineer. Mr. Clark comes recommended by Col. Mason, of the Illinois Central Railroad, and directly from his employ. Col. Mason himself is also secured as consulting engineer. The line from Freeport to Beloit is to be put under contract as soon as surveys and specifications can be made."

The *Advocate* thinks that the original purpose of having the cars run to Fox river by the 1st of January next will be easily accomplished, and it is expected that the whole line to Beloit will be in operation at a much earlier day than that named in the contract.

IMPORTANT ARRANGEMENT.—We are glad to learn that definite arrangements have been concluded between the Ohio and Pennsylvania, the Cleveland and Columbus, and the Little Miami Railroad Companies, for the transportation of freight from Pittsburgh to Cincinnati. The freight cars are to run through between both cities, so that there will be no transhipment on the route. The price of freight on heavy goods, such as bacon, pork, whisky, cotton, etc., will be 40 cents per 100 pounds. This is a low figure, and must bring a large business on these roads during the continuance of low water.—*Pittsburgh Gazette.*

HILLSBOROUGH RAILWAY.—We are authorized by the parties to say, that the contract of the Messrs. J. & S. Chamberlin & Co. with the Cincinnati and Hillsborough Railway Company, for the construction of the entire line, has been canceled by mutual agreement; that the work upon the line will not be interrupted, but will be carried on vigorously under the immediate control of the Directors. The sub-contractors have, for the most part, taken their contracts direct from the Company, in lieu of the general contractors. This arrangement is deemed of great advantage to the road.—*Cin. Gaz.*

COUNTY LOANS.

The constitutionality of the loan of county credit, in the way of bonds, in aid of railroad construction has been a mooted point, and will still remain so, notwithstanding all that can be said for or against it. On the point of constitutionality we have nothing to say, leaving that to the proper tribunals to decide; on the point of feasibility, we quote a few examples and leave them to speak for themselves.

The county of Green, in the State of Ohio, became possessed of stock in the Little Miami and in the Xenia and Columbus roads. The account now stands as follows:

Dr. *Little Miami R. R. Co. in ac't with Green Co.*		Cr.	
To cash, 1838	$26,000	By D. X. & B. stock,	$25,000
To 14 yrs. int., '52	21,000	By L. M. Co. stock,	5,040
To disc't on county bonds in 1842	2,300	By Cash sales "	26,100
Balance	8,840	By Taxes paid	2,000
	$58,140		$58,140
		Balance	8,840

Dr. *Col. & Xenia R. R. in ac't with Green Co.*		Cr.	
To bonds of County,	$50,000	By Cash dividends sundry times	$16,000
To 2 yrs. interest	7,000	By Taxes	1,740
Balance	17,940	By stock worth	57,000
	$74,940		$74,940
		Balance	17,940
		Bal. L. M. R. R	8,840
Total gain to county			$26,780

The annual tax upon the Little Miami Railroad for Green county is about $1000; that of the Columbus and Xenia Road, about $870.

Delaware county, Ohio, subscribed $100,000 in bonds toward the construction of the Cleveland, Columbus and Cincinnati Road. $60,000 of these same bonds were sold in April last at an advance of $18,000, in addition to the interest and dividends already accrued, to the amount of $3,000, or thereabouts; making a total gain of $21,000 to the stockholders.

The city of Savannah, Ga., issued bonds to the amount of $500,000, to aid the Central Road of Georgia; $279,000 were redeemed before due; for the balance, $221,000, the city has stock, $285,000 at par, worth in the market at this time, $1.20 for every $1, and paying interest at 8 per cent. She has also several other paying stocks, for particulars of which see page 378, No. 24, of the RECORD.

These are but isolated instances of county bonds which have proved remunerative to the holders. We doubt not that the list could be largely increased at this time; and we feel assured that when numbers of the roads now constructing by the aid of similar bonds shall be completed, that similar, if not even more gratifying results will be exhibited.

☞ Messrs. Alfred Kelly, Wm. Case, Stillman Witt, W. D. Beattie, Chas. Hickox, D. R. Paige, T. M. Kelly, George B. Ely, and A. Stone, Jr., were elected Directors of the Lake Shore Railroad, at the Annual Election, held in Cleveland, a short time since.

RAILROAD SUBSCRIPTIONS.

MEMPHIS AND LOUISVILLE RAILROAD.—Our townsman, J. T. Trezevant, returned home on Saturday, from a trip in the adjoining counties of Tipton, Haywood, and Fayette, where these counties join, near Wesley. His subscription list, in ten days, ran up to $100,000 in this section alone; and he has the promise of $40,000 more on his return. We learn from him that the planters above Beleigh, on the south side of Hatchie, say they will do their duty when he goes up there, and he will visit them personally in a few days.

We can assure the friends of this great work that the skies are brightening, and such an active and untiring canvass as Capt. Trezevant is now giving the line, must bring things right.—*Memphis Whig.*

☞ The citizens of Paris, Jennings Co., Ind., have agreed to take $38,450 stock in the Fort Wayne and Southern Railroad. The amount of stock asked by the Company, of Vernon, is $75,000, with a guaranty that the route of the road shall be within one mile of of that place.

CLEVELAND AND PITTSBURGH RAILROAD.—The commissioners of Allegheny Co., Pa., have agreed upon the subscription of $160,000 to this railroad, to aid in its extension to Pittsburgh. The work will be advertised for letting from Wellsville to Rochester in a few days.

RAILROAD SUBSCRIPTION VOTE.—At an election held on Saturday, July 30, in Adams Co., Ill., on the question of subscribing $100,000 to the Northern Cross Railroad, the vote stood for the subscription 1,135, against it 3.

☞ Des Moines Co., in Iowa, has voted to subscribe $150,000 in the projected railroad from Burlington to the Missouri river.—Henry Co. has voted $100,000, and Jefferson $100,000.

☞ A Convention composed of delegates from Virginia, North Carolina, Tennessee, Ohio and Kentucky, was held at Richmond, Madison, Co., Ky., week before last, the object being to connect the valley of the Ohio with the South Atlantic Seaboard by the construction of a railroad from Lexington to Cumberland Gap. An address and resolutions were adopted to request the Kentucky Legislature to incorporate the Company, and urging the Legislatures of Virginia and Tennessee to pass such other acts as may be necessary.

OHIO AND INDIANA RAILROAD.—This road will be finished and the cars for the first time running to Bucyrus to-day, from Crestline.—Lester Bliss, Esq., democratic candidate for Lieut. Governor, was last week elected superintendent of the above road to Chicago. Mr. Bliss is an active business man, energetic and prudent, and the company or stockholders did wisely in making so judicious a choice. The road will doubtless receive his undivided attention, and is now bound to go ahead with still more activity until completed.—*Shield & Banner, Aug.* 17.

RAILROAD EARNINGS.

MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R.

The earnings of these roads, for July, were:

From passengers and Miscellaneous..	$79,650 70
From freight and Miscellaneous.....	36,612 32
Total.....	$116,263 02
July 1852.....	77,515 52
Increase (nearly 50 per cent)..	$38,847 50

MICHIGAN CENTRAL RAILROAD.

The following figures show that there is a handsome increase in the receipts of this road, both from freight and passengers, in the month of July:

1853.		
Passengers		$66,117 28
Freight		31,626 86
Miscellaneous		6,018 33
Total		$103,762 47
1852.		
Passengers	$56,190 57	
Freight	23,996 55	
Miscellaneous	2,839 31	
		$83,017 43
Increase		$20,745 04

LOUISVILLE AND FRANKFORT RAILROAD.

During the month of July, the receipts of this road were materially increased over the same month in 1852, as the following shows:

Receipts for July, 1853	$18,336 31
" " 1852	13,153 10
Excess	$5,183 21

OHIO AND PENNSYLVANIA RAILROAD.

The receipts of this road for July were:

July, 1853	$56,731 01
July, 1852	26,530 66
Increase	$30,200 35

ERIE RAILROAD.

The earnings of this road, for the first ten days in August, indicate a gross business for the month of $400,000.

WATERTOWN AND ROME RAILROAD.

This Company has declared a dividend of 5 per cent. for the last six months. The earnings of the road for six months, ending July 31, 1853, were:

From passengers		$68,254 17
From freight		33,869 44
From mails and other sources		5,667 33
Total		$157,790 94
For six months ending July 31, 1852:		
From passengers	$54,957 66	
From freight	50,712 21	
From mails and other sources.	5,010 14	
		$110,680 01
Increase		$47,110 93

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROADS.

The comparative receipts of these companies are as follows:

For the first half of August, 1853	$44,152 69
" " " " 1852	32,711 05
" " " " 1851	21,556 25

CLEVELAND AND PITTSBURGH RAILROAD.

The receipts of this road for the months of June and July, were:

June, 1853.		
Passengers	$19,876 25	
Freight, mail, &c	15,949 67	
Total	$35,825 92	
July, 1853.		
Passengers	$18,638 03	
Freight, mail, &c	15,735 05	
Total	$34,373 08	
		$70,199 00
June, 1852.		
Passengers	$18,122 07	
Freight, mail, &c	9,120 35	
Total	$27,242 42	
July, 1852.		
Passengers	$18,470 82	
Freight, mail, &c	9,707 46	
Total	$28,178 28	
		$55,420 70
Increase		$14,778 30

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

Receipts for the weeks ending the 6th and 13th inst., are as follows:

	Week ending Aug 6th.	Week ending Aug. 13.
Passengers	$5,209 99	$5,331 15
Freight	2,968 38	3,700 06
Mail and Express.	100 53	95 40
Total	$8,278 90	$9,126 61
Increase		$847 71

RAILROAD LETTINGS.—The letting of the Beaver Extension of the Cleveland and Pittsburg Railroad at Wellsville, was well attended, and the competition spirited and close.—There were forty-eight bidders, six of whom bid for the whole line.

The work was allotted as follows, at prices below the Engineer's estimates:

J. B. King & Co.,	Sections Nos.	1, 2, 3, 12, 13, 15.
J. Blake & Co.,	Sections Nos.	8, 14, 17.
Kellogg, Austin & Co.,	"	7, 16.
Alfred Kellogg,	"	5, 6.
Henry Fox & Co.,	"	4.
W. W. & G. McNamara,	"	9.
Donaghy, M'Kenzie & Co.	"	10.
William Kingston,	"	11.
T. J. Power & Co.,	"	18.

ILLINOIS CENTRAL RAILROAD.—The main trunk of the Illinois Central Railroad is now completed 55 miles south of Chicago; and from Cairo north the work is progressing more rapidly than any road in the country. Some ten thousand hands are employed upon this work, and its early completion may be confidently expected.

☞ A gold watch and chain were recently presented to Sam. Brown, Esq., Superintendent of the Canandagua and Niagara Falls Railroad by his friends, acquaintances, and co-laborers upon the New York and Erie Railroad.

ST. LOUIS TO CHINA IN TWENTY DAYS.

Mr. Robert Mills, an eastern railroad engineer, in making some suggestions to insure greater safety in traveling on railroads, says:

"The Pacific railroad will be soon stretching its lengthened line across our country, and such security should be given its travel that our people may reach its distant terminus in as many *minutes* as there are *miles of distance*. The locomotive engine which is to accomplish this desirable speed is already perfected, and needs only the perfecting of the rail upon which it is to travel; this, as has been said before, is near its accomplishment."

Allowing that the railroad distance from hence to San Francisco is two thousand miles, and the cars should travel at the rate of one mile a minute, as proposed by Mr. Mills, this would give thirty-three hours, exclusive of stoppages, in which to accomplish the journey to the Pacific. Now, what would one of our merchants think of taking breakfast in St. Louis to-day, and on to-morrow dining at the "Pacific hotel," on Montgomery street, San Francisco, and the next day—the line of steamships being established from San Francisco to China—taking his passage in one of them, and in fourteen days more, landing at Shanghai, and there "laying in his stock of teas" in three days, returning with them by another regular liner, reaching St. Louis by steamship and railroad, having made the trip in thirty-six days, thus:

St. Louis to San Francisco	1½ days.
In San Francisco	1 day.
Passage to China	14 days.
Stay there	3 do
Total	19½ do
Back again	16½ do
Total	36 do

This prophecy of our people reaching China from St. Louis and returning in the space of 36 days, is entitled to as much and more consideration than when it was prophecied ten years ago that the time would arrive when the locomotive would run from New York to Albany in the space of four hours, and which is now really accomplished in three and a quarter hours, the distance, we believe, being about one hundred and sixty miles.

Mr. Mills says, "this desirable speed—a mile a minute—is *already perfected*," and it only remains for the wisdom of man to perfect the *railroad* on which he can travel *with safety* at the speed above named, and then the day *will* come, we have no doubt, when *China* can be reached in twenty days from St. Louis. *St. Louis Intelligencer.*

MOBILE AND OHIO RAILROAD.—We notice by our exchanges that Capt. John Childe, Engineer in Chief of this road, has gone to Europe on business connected with the road.

The *Paducah Branch* of this road has opened an office at Paducah, under the name of the "New Orleans and Ohio Railroad Company."

JOLIET AND FOX RIVER.—At a meeting of the Board of Directors of the Joliet and Terre Haute Railroad Company, held in Joliet on the 29th ult., a resolution was passed for the immediate survey of a railroad route from that place to Fox river.

THE PACIFIC RAILROAD AND CALIFORNIA.

We are not surprised to find our brethren of San Francisco, taking strong ground in favor of the earliest possible completion of a great iron highway between the Atlantic and Pacific. They are indeed deeply interested in the undertaking. The consummation of such a work would not only give an extraordinary impulse to California, but it would lead to the organization of new Territories and States, along the route, and on the golden shores of the Pacific Ocean. San Francisco is already a modern wonder among the cities of the globe, and yet, as a city, is one of the youngest in the Union. At our last dates there were on their way to that place, no less than 242 vessels ladened with merchandise, viz: 150 from ports of the United States; and 92 from Europe and Valparaiso. There were also in port, 30 ships, 43 barques, 14 brigs, and five schooners—in all 92 vessels, from eastern, domestic and foreign ports. Among them were 30 American, 34 British, 3 Dutch, 4 French, 12 Chilian, 4 Hamburg, 3 Peruvian, 1 Danish, and 1 Sardinian. In addition there was a number in port, engaged in the Oregon and coasting trade, and with the islands of the Pacific. The duties received at San Francisco for the first six months of the present year, were as follows:

Cash received for duties in			January,	$202,535 55
"	"	"	February,	252,414 95
"	"	"	March,	298,509 90
"	"	"	April,	278,745 80
"	"	"	May,	179,263 67
"	"	"	June,	242,590 12
Total for 6 months, ending June 30,				$1,454,056 99

All this, be it remembered, for a city but of yesterday. Imagine the condition of affairs twenty or thirty years hence. No wonder, we repeat, that our cotemporaries of that portion of the Union should be clamorous for the early commencement and the speedy completion of the great Pacific Railroad. The *Alta Californian* which came to hand by the last arrival, indulges in this strain:—"Can any thing be done in California toward hastening this great national work? It has been customary for capitalists in this country to look upon the undertaking as so entirely beyond the means of our people, that it was useless and idle for us to talk of the matter with any view to the assistance of the enterprise. But is there nothing that we can do? If we could fully realize the importance of the work and the influence which it is calculated to exert on California, and especially on San Francisco, the road would be built, and built by California capital, or by those who had sufficient interest in the State to justify the investment. This road will render San Francisco the second city in America. New York will doubtless long be the first; probably always. That will be the great outlet on the Atlantic side and San Francisco on the Pacific, for the commerce of the world. The least calculation will show at once that if the road could be built, the whole trade between China, the East Indies and Europe would be in the hands of Americans. San Francisco would be more strictly a commercial city than any other in existence. The importance she would derive from her gold mines and from the interior population of the State would be as nothing compared with that resulting from her general commerce. The wildest flight of the imagination could hardly depict the growth of this city for the next twenty years, should the great thoroughfare for the commerce of the world be established through the heart of North America, and San Francisco be made the Pacific Emporium. Instead of a city confined to its present limits it would spread out in all directions, and the increased value of the adjacent lands would of itself be enough to pay for the entire road.

"The amount of business here would necessarily be so increased that beyond Rincon Point, and beyond Clark's Point for a long distance, the lots would be equal, or nearly so, in value to those on Front and Battery streets. The hillocks for miles back would be laid off and occupied as building lots, and this would soon become one of the first cities in commercial importance, in wealth and in population, in the world. Have not our more wealthy citizens who own so much of this adjoining land the power to assist in urging this undertaking forward? Were these lands owned by those who had the capital to invest, and was the increased value to inure to them, we doubt not that the road would soon be built. The advantage which is to result to property holders in the Eastern cities through which the road is to pass, by reason of the increased value of real estate, is one of the ruling motives that induces them to embark in it. What though it should not prove at first to be good stock—though no one questions but it will—the incidental benefits will more than pay for the outlay. San Francisco would be more benefitted by it than any other place, and it behooves those who are to be benefitted to keep the thing in motion, and not let it sleep."—*Bicknell's Reporter.*

IMPORTANT RAILWAY INVENTION.—We have been shown a new invention for the use of railways which is no less curious than useful. It consists of a telegraph, which, being placed at any station upon a line of road, announces to any or all the ticket and Superintendent's offices on the road, the passage of a train, its time, the number of cars, whether baggage, 1st or 2d class, and all while the train is passing at any speed, from mere motion to any yet attained. It acts without an operator—without an office—is sure—and best of all, cheap and simple.

For the announcement of approaching trains, when behind the time, or when a road or boat connection depends upon them, this simple apparatus will, eventually, we think, be of immense use to the various roads, and the traveling community generally.—*Buffalo Express.*

THE DIFFICULTY SETTLED.—We find the following in the Indianapolis *Sentinel* of the 12th inst.:

"A contract was entered into yesterday between the Madison and Indianapolis and Jeffersonville Railroads, by which the existing difficulties between the two companies were compromised. The Madison and Indianapolis Company will, in future, carry over their road all the passenger and freight cars of the Jeffersonville Company. The construction of the Jeffersonville Road from Edinburgh to this city will be abandoned.

☞ We learn that Jacob Blickensderfer, Esq., the Chief Engineer on the Steubenville and Indiana Railroad, has tendered his resignation to the Company, to take effect on the 1st September.

DAYTON AND TOLEDO RAILROAD.—This Company is now fairly organized by the election of a Board of seven Directors. The stockholders met in Dayton last Monday.—We learn from the papers of that city that all the stock subscribed was represented at the election, which resulted in the choice of the following Board: D. Beckel and J. D. Philips, Dayton; P. V. Hertsing, St. Marys; J. H. Voke, Meinster; E. N. Martin and H. M. Curtis, Delphos; Wm. Castor, Defiance. D. Beckel was elected President, H. M. Curtis, Secretary, and Wm. Dickey, of Dayton, Treasurer. The work is speedily to be placed under contract.

UNION LINE OF STEAMERS ON THE OHIO, AND THE BALTIMORE AND OHIO RAILROAD, —CONNECTION.—The committee of the stockholders in the Union Line have had an interview with the Directory of the Baltimore and Ohio Road, in reference to the continued action in concert of these two lines. Definite arrangements have been made by which these splendid river packets will continue to ply between Wheeling and Louisville in daily connection with this road—thus opening an agreeable route between the Eastern cities and Cincinnati, and the Western cities generally. By this route the fatigue and monotony of railroad riding is agreeably diversified by a change to steamboats, where every comfort of a hotel can be enjoyed.

MADISON AND LAKE ERIE RAILWAY CO. We learn from the Madison *Banner* that the above named Company has been duly organized, the $50,000 required by law to be first subscribed being taken. The following Board of Directors were elected, viz.: David White, John O. McIntire, Milton Stapp, John R. Cravens, N. Powell, R. C. Neal, W. Clough, Wm. C. Hillis, and John King. The Board of Directors met Friday morning, and elected David White, President, and Gen. Stapp, Secretary; and afterward appointed a committee, consisting of one from each ward, to ascertain the sense of the people in reference to the subscription on part of the city of two hundred thousand dollars to the road.

☞ We learn that the Fond du Lac Railroad Company have loaned to the Milwaukie and Mississippi Railroad Company 1200 tons of their railroad iron, which will enable the latter to lay their track to Stoughton in season to bring in this fall's crop.—*Mil. Sen.*

☞ The cars on the Columbus and Piqua Road now run to Cabletown, eight miles from Urbana. A few weeks more will make the railroad connection between Columbus and Urbana complete.—*Fact.*

☞ The ceremonies of the opening of the Philadelphia and Sunbury Railroad will take place on Thursday, the 25th inst.

IMPROVEMENT IN RAILWAY PROPERTY.

We are glad to chronicle the fact of the slow but decided improvement in the receipts per mile of the railways of Great Britain.—We have already adverted several times to the same fact, so far as regards the earlier railways of the United States, and we are glad to find the same state of things in both countries. In the fact of this gradual but still decided improvement of the railways in the old settled States on this side of the Atlantic and in Great Britain, we find verified our long continued faith in the stimulative and creative effects of the railway upon the business of the country. Our faith in the good character of railway investments, likewise has never wavered, though it has been somewhat rudely shocked at times, while contemplating the effects of long continued bad management, or commercial depression. In communities like those specified above, and where the population receives no large additions from emigration, we can better get the true effect of railway improvements, than in new and rapidly growing countries, and it is for this reason that we particularly refer to the former. If we take the State of Massachusetts for instance, we find that some agency has given the State an extraordinary impetus in business and wealth since the introduction of railways. The valuation of the State in 1840 was within a fraction of three hundred millions of dollars, while in 1850, the valuation was very near double, or six hundred millions, and the population had not increased very materially during that period, though it had somewhat. The net earnings of the Massachusetts Railways in 1842, amounted to about $1,012,000, while ten years after, the net earnings of her railways amounted to $3,200,000, showing a net income on the cost of $5.26 in 1842, and $6.05 in 1852. Added to this, it must be remembered, that most of the leading railways of the State, during the year 1852, made very expensive repairs to their roads, and added very materially to their equipment. Had only the usual average expenditure been made, the per centage of net earnings would have been very considerably larger. We are citing this instance of the rapid appreciation of net railway earnings in Massachusetts, to show the general applicability of our theory with regard to old and settled communities, having no great increase of population from emigration. In the New States, where emigration is fast filling up the land, their gains will show a vastly greater per centage. Every new phase of railway history, strengthens our faith in the value of railway securities. If the country is new, the railway attracts population—makes it, we might say—increases production, because it finds a market for the results of labor, and generally increases the comforts and pleasures of life. In older communities, where the population is stationary, and where interests are consolidated into the hands of a few men, or a certain class of men, we did not expect to witness such beneficial results. But the facts prove more favorable than was anticipated, and we find in Great Britain the same favorable state of things, that we have adverted to as taking place in Massachusetts and other States.

Premising that the expenses per mile run, have been reduced during the past year or two, on the railways of Great Britain, we proceed to copy, below, a statement showing the earnings per mile in sterling currency, of the railways of England for the first six months of the years 1851, 1852 and 1853:

English Railways.

Companies.	1853.	1852.	1851.
Berkenh'd & Che.	£1581 16 11	1248 9 1	1071 19 4
Bristol and Exeter.	1337 5 9	1263 19 0	1229 6 3
Chest. & Hollyh'd.	1071 4 5	764 18 3	687 9 6
Eastern Counties..	1328 15 1	1153 5 7	1106 18 3
East Lancashire....	1513 12 4	1432 14 11	1257 8 1
Eastern Union.....	666 3 1	563 7 6	549 15 10
Exeter & Credit'n.	479 3 4	447 16 8	.....
Furness.....	698 3 1	607 10 6	507 4 2
Great Northern....	1320 11 2	1301 2 9	997 0 7
Great Western.....	1618 5 8	1569 17 1	1648 7 7
Lancansh. & Yorks.	1889 7 9	1645 15 0	1513 0 5
Lan. and Carlisle..	1397 0 2	1248 11 6	1167 18 0
London & N. W'n.	2276 12 0	2097 11 6	2276 5 6
Lon. & Blackwall.	5653 12 8	4390 13 4	4218 16 8
Lon. & Brighton...	1536 5 6	1375 19 10	1409 10 4
Lon. & S. Western.	1228 0 6	1103 3 0	1108 9 0
Manch., Shef. and Line.....	1145 0 11	1029 10 2	973 16 2
Manch. & Altrinch.	1804 2 1	1477 12 0	1269 4 0
Maryport & Carl'e.	560 4 3	542 8 6	570 15 0
Midland.....	1208 8 9	1123 19 6	1072 9 4
Newcastle & Carlisle.....	814 19 5	871 0 0	863 19 0
North Western....	447 4 1	340 4 7	273 19 0
Shropshire Union..	585 1 4	531 7 7	477 11 8
Shrewsb'y & Bir..	681 18 7	595 8 0	506 13 8
Shrewsb'y & Ch'r.	976 3 8	867 6 11	821 0 4
South Devon.....	873 17 7	796 18 7	799 17 2
South Eastern.....	1362 13 7	1081 18 8	1152 3 5
South Yorkshire...	514 4 4	439 11 11	431 1 5
South Wales.....	576 13 6	379 8 4	308 5 5
Taff Vale.....	1897 6 0	1516 11 0	1423 14 6
York and N. Midland, New. & Ber. & Leeds North'n.	1008 6 4	882 14 4	925 0 11

The above table shows a very handsome increase in every line, with two or three exceptions, and we are gratified in saying that we consider it very promising for the future. Below we copy a like table, showing at a glance the universal improvement that has taken place in the receipts per mile of railway in Scotland during the first six months of the same years:

Scottish Railways.

Companies.	1853.	1852.	1851.
Aberdeen.....	£570 16 11	530 15 3	462 0 0
Caledonian.....	1266 8 3	1104 8 6	1040 18 2
Dundee and Abroath.	776 19 1	686 5 10	597 16 5
Dun. Perth & Aber..	641 0 1	559 14 2	542 15 5
Edin. and Glasgow..	1193 11 2	1019 11 0	1046 7 4
Edin.. Perth & Dun..	825 1 6	749 12 0	655 16 0
Glasgow & S. West'n.	696 13 7	585 9 9	553 16 0
Monkland.....	614 1 7	652 14 7	554 9 8
North British.....	720 9 7	580 6 3	564 0 6
Scottish Central.....	1079 13 2	939 3 2	845 16 4
Scottish Midland.....	521 4 4	459 13 6	384 4 8

Perhaps the working of the Scottish Railways more fully represent those of New England, as those two communities are very much alike in business habits, in thrift and carefulness of expenditure. The Irish Railways, likewise, show an almost equally handsome statement. One company, as it will be seen, fell off in 1852, but recovered this year, and shows a very handsome gain over 1851.—In fact, taking every thing into consideration, these improvements are somewhat in advance of those in England and Scotland. The following is the table showing the facts:

Irish Railways.

Companies.	1853.	1852.	1851.
Belfast and Co., Down.	£361 13 5	342 8 2	317 5 10
Belfast & Ballymena..	484 10 0	432 1 0	430 18 5
Cork and Bandon.....	249 6 0	185 11 0	81 18 0
Dublin and Belfast....	436 8 6	351 19 3	425 1 10
Dublin and Drogheda.	561 0 9	474 9 5	438 5 3
Dublin & Kingstown..	4251 13 4	3631 13 0	3512 16 0
Dundalk & Ennisk'n.	236 11 6	234 9 5	216 4 2
Great Sou. & West'n.	720 16 3	629 9 8	619 3 6
Lon'derry & Enniskill.	300 4 1	269 2 6	284 14 8
Midland & Gt. West'n.	511 18 1	452 19 4	441 13 2
Ulster.....	765 17 9	654 15 0	632 0 0

Something, probably, of this handsome advance during the past six months of 1853, is owing to the Dublin Exhibition. We have presented these tables for the specified object of showing that railway securities, in localities not increasing particularly in population, are constantly growing better. The railways of Great Britain, even while the inhabitants, a great many of them of the better class, are crowding emigrant ships to Australia and North America, still go on increasing their receipts, and the promise of the future is for still greater increase. This shows that there is something *creative* in the railway, and when railway property finds the full benefit of that reduction in annual running expenses, which must enure from greater experience, from new, useful and saving inventions, we shall begin to see that railway property is worth something, even after all the mistakes that have been made in construction and management during former years. To the holders of railway property in the United States, these facts are of some consequence, to say nothing of the comfort they bring, and particularly in the New England States, where it has been said there is such an overplus of railway for the number of the population. We have before adverted to the constant increase of receipts upon our roads, and particularly is the increase noticeable this year. We have all the better elements of success, that have worked such wonders in the British Railways during the past year, greatly enlarged too, by favorable circumstances, and we have no loss from emigration. The New England States are now increasing in population, in manufactures, wealth, and every thing that makes the country great and prosperous. The effect of all these upon our railway projects will be to enhance their value and usefulness, and in but a very few years we shall see almost every railway now built in the United States, paying handsome dividends. We believe the darkest days of the railways in the United States have been seen. It remains for us to improve what we have. Abstain from over competition, and refrain from building more railways than the business of the country demands.—*Railway Times.*

The Connellsville Railroad—*The Right of Way.*—The Pittsburg *Gazette* says:

"A. L. Russell, Esq., Commissioner on Land Damages, has passed over nearly the entire length of the Wills Creek route, in Somerset county, and has succeeded in procuring releases on the most favorable terms. The free right of way was given except in two or three cases, where it was impossible to yield the right without remuneration, the property being in the hands of parties that would be very much injured, without any benefit; but the entire cost of the right of way through Somerset county will not exceed one thousand dollars, which will all be paid in stock. In no case will one dollar in cash be demanded. Mr. Russell is well and favorably known all along the eastern end of the line."

Scioto and Hocking Valley Railroad. We learn that the iron has been purchased for thirty-three miles more of this road, and that the track will be put down immediately. The cars will be running southwardly from Newark to Somerset, twenty-four miles, and from Jackson, north, nine miles, to intersect the Steubenville road, before mid-winter.—The purchase of the iron has been made upon very favorable terms. The energy with which this important work is prosecuted, is worthy of all praise.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Akron Branch of Cleveland and Pittsburgh					
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	94	95
Do do	Coupons. Not Taxed	6	1875	94	95
Do do	" "	6	1880	94	94½
Do do	"	7	1860	95¼	97
Do do		6	1885	86	88
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	95	100
Chicago and Aurora	1st " "	7	1866	85	93
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	6	1862	96	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	106	106½
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	93	95
Do do	2d " "	7		85	87
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	93	95
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	94	97
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	87	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	109	110
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	104⅜	105
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	108	110
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	117	118
Do do	2d " convertible	7	1859	110	111
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	91	92
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅜	105
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865–6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Ohio River and Wabash					
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	122	127
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton					
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "				
Vicksburg, Brandon and Jackson					
Virginia Central					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Akron Branch of Clevel'd & Pittsb'h			
Baltimore and Ohio	100	63	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	98	100
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	100
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	114½	115
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	131	133
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	93	95
Cleveland and Mahoning			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	116	118
Covington and Lexington	50	74	76
Covington and Ohio, Va			
Dayton and Michigan	50	57	65
Dayton and Western	50	80	90
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	72	75
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo			
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	135	137
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Illinois and Wisconsin			
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	103	106
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	96	101
Madison and Indianapolis		85	87
Marietta and Cincinnati	50	74	90
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		109	110
Michigan Southern		120	122
Milwaukie and Mississippi			
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	71	72
Northern Indiana		118	120
Ohio Central	50	95	100
Ohio and Indiana			
Ohio and Mississippi	50	93	95
Ohio and Pennsylvania		90	100
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		110	112
Parkersburg, or Northwestern Va			
Pennsylvania	50	98	100
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		107½	108½
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	150
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus			

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109¾	110
Do	6	1862	116¾	117
Do	6	1867	121	122
Do	6	1868	121	122
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847	90	98
Do do Internal Impt.		1847	91	92
Do Interest do		....	61	62
Indiana	5	....	98	99
Do	2½	....	55	56
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¾
Do 15 years	6	....	108	109
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	109	110
Do	6	1870	115½	117
Do	6	1875	118	120
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	1870	95	96
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108

County Bonds.

Bourbon, Ky	6	1881	89¼	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	103
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	117¾	118
Southern, and Branches	103	106
Bank of Louisville	116¾	118
Kentucky Trust Co	101	102
Farmers' Bank of Kentucky	105	107
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¼	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	17 00	@	17 10
Patriot Doubloons	16 00	@	16 10
Sovereigns, light	4 85	@	4 88
Sovereigns, heavy	4 90	@	4 92
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 06	@	1 06½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$186
80 acre warrants	90	93
40 acre warrants	45	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

Cincinnati, Wednesday, Aug. 25, 1853.

100 Shares	Merchants' and Manufactures' Insurance Company Stock	5 75
100 "	" " " bid	5 00
50 "	City Insurance Stock	passed
10 "	Kentucky Trust Co. Bank stock, bid.	98 00
100 "	Eaton and Hamilton Railroad stock.	passed.
11 "	Eaton and Hamilton Railroad Co., bid	70 00
30 "	Covington and Lexington Railroad stock	71 00
2 6 per cent.	Bonds, $1000 each, Covington and Lexington Railroad, with 12 mos. int., 10 years to run	passed.
200 Shares	Mad River and Lake Erie Railroad stock	passed.
46 "	Mad River and Lake Erie Railroad Stock	91 00
20 "	Cincinnati, Hamilton and Dayton R. R. stock	109 25
28 "	Junction Railroad stock	passed.
50 "	Indianapolis and Bellefontaine Railroad stock,	passed.
7 "	Hillsboro' and Cincinnati Railroad stock, bid	66 00
192 "	Peru and Indianapolis Railroad stock	passed.
196 "	" " " $191 in.	"
25 "	Little Miami Railroad stock bid	117 00
11 "	Lawrenceburgh and Upper Mississippi Railroad stock with in. $13.37.	90 00
40 "	Fort Wayne and Southern Railroad.	passed.
42 "	Lawrenceburgh and Upper Mississippi Railroad stock, with. int $119.	passed.

MONETARY.

The state of the Money Market at the East still continues very unsettled, the uncertainty of the affairs in Europe, as to peace or war, has no slight effect, causing capitalists to keep control of their means to be prepared for any emergency. The comparative condition of the market may be quoted as more easy, but the demand still exceeds the supply. The recent law requiring the New York City Banks to make weekly returns, tends to cause them to curtail their discounts, and hold on to their funds, that they may make as good an exhibit as possible. The reduction last week reached $3,500,000. Call loans are made at 7 per cent., street rates from 8@12 per cent., for prime paper. Second class paper can not find buyers at less than from 12@18 per cent., and difficult to negotiate even at that rate. The Banks are overflowing with offers for discount, but a very small amount is taken by them. There seems, upon the whole, a great distrust of the future, and those who have means are not inclined to trust it beyond their immediate control. Foreign Exchange has been dull, ranging from 107@108 for produce bills, and from 109@109½ for the best Bankers names.

In the Stock Market there was in the early part of the week somewhat of an improved feeling; but the prices were not sustained. The better class Stocks are firm, and have few offering; the Fancies are getting more out of favor, and compelled to submit to a decline. Government securities are firm, and much sought after in England as well as this country. The fact that a Government is prepared to redeem its Stock to a large amount 14 years before due, and that at a premium of 21 per cent., has had its weight. The amount now in the Treasury lying idle is about $22,000,000.

At the West the Money Market has presented no new phase, remaining pretty much as at our last quotation, with perhaps an additional feeling of distrust and insecurity among capitalists.

The Banks are doing a very limited business. The out of door rates are fully 1 per cent. per month for prime paper.

The Stock market is perfectly quiet. Messrs. Hewson & Holmes held their 45th Stock Sale yesterday, for which see quotation. None of our best Stocks are offered, except upon compulsion. Our quotations of Bonds & Shares are made up from the latest Eastern transactions.

Exchange remains as at our last issue, with some slight changes in the course of the past week.

Land Warrants, in consequence of being compelled to be sold, have declined a shade.

The difficulty among our State Stock Banks, relative to the issue of the bills of the genuine plates with forged signatures and filling up, has not yet been explained.—The officers of the Stock Banks have had a meeting, and resolved to call in the old issues.

The $1,250,000 of the bonds of the New Orleans, Opolousas and Great Western Railroad Company which have been advertised for sale by bids, to be received up to the 15th September next, have been withdrawn from the market; the agents of the company have negotiated $500,000 of the bonds with Messrs. Winslow, Lanier & Co., in payment for iron rails. The remainder will be held for the future action of the company.

THE BLUE RIDGE TUNNEL.

The Winchester *Virginian* is engaged in a controversy with Col. Crozet about the Blue Ridge Tunnel. The *Virginian* thinks the work is not progressing fast enough, and gives the following facts in reference to other tunnels. It will be remembered that the Rockfish work is 4,260 feet long, and will have occupied near five years in construction, at the present rate of progress:

The great Cincinnati tunnel is a mile and a half long, with an area of 25 by 20 feet.—It is under contract to be finished in twenty-two months, and the company express their confidence that it will be done. The Hare Castle tunnel, on the Trenton and Mersey canal, in England, is one mile and seven tenths in length, and was completed in twenty-one months. The Woodhead tunnel, in England, three miles long and 600 feet below the surface, and passing through " millstone grit," was worked from five shafts and finished in five years. Within five years was also constructed the Nerthe tunnel, near Marseilles, 12,154 feet long, 26½ by 29½ feet in area, and with 24 shafts 9 feet 10 inches diameter, and of an aggregate depth of 7,589 feet. Arguing from similar examples adduced by them, the directors of the Troy and Boston line speak with entire confidence of their ability to finish their great tunnel, 24,000 feet long, within five years. And in saying this, be it understood, they throw the newly invented boring machine out of the question.

SHORT LINE RAILROAD FROM CINCINNATI TO CLEVELAND.

At a meeting of citizens of Hamilton, Warren, Greene, Delaware, Morrow and Richland counties, interested in the construction of a short line railroad from Cincinnati to Cleveland, held at Mansfield, Ohio, on the 18th day of August, 1853, Hon. T. W. Powell was called to the Chair, and John Sherman was appointed Secretary.

By request, Gov. Bartley stated the object of the meeting to be to adopt measures to secure the speedy construction of a short continuous line of railroad from Cincinnati to Cleveland.

On motion of Mr. McBratney, of Xenia, a committee of one from each county represented, was appointed to report business for the meeting.

The committee were:

R. G. Corwine, of Warren; E. P. Norton, of Hamilton; Dr. Joshua Martin, of Greene; I. J. Richardson, of Delaware; J. Stinchcomb, of Morrow; James Purdy, of Richland.

The committee made the following report:

The committee appointed to report a plan of organization of a railroad from Cincinnati to Cleveland, beg leave to report:

That being convinced that a railroad upon the shortest line between the cities of Cincinnati and Cleveland, would be of great public advantage; that it is a most feasible project, and that its stock would be a good pecuniary investment, we therefore recommend, that this meeting forthwith proceed to organize a company with a capital stock of three millions of dollars, to be designated the Cincinnati and Cleveland Short Line Railroad Company, to construct a railroad from the termination of the Cincinnati, Lebanon and Xenia Railroad at Xenia, through the towns of Delaware, Mt. Gilead, and Mansfield, to a point at or near the mouth of the Cuyahoga river, in Cuyahoga county, and through the counties of Greene, Clarke, Madison, Union, Delaware, Morrow, Richland, Ashland, Lorain, Medina, and Cuyahoga: and this committee also recommend that the organization of railroad companies already existing between Mansfield and the town of Xenia, be abandoned.

Mr. Stinchcomb moved the adoption of a certificate of association of the Cincinnati and Cleveland Short Line Railroad Company, in accordance with the terms of said report.

The certificate was read and adopted.

On motion of Mr. Winans, of Xenia, the certificate was duly executed by not more than six from each county represented; and the secretary was ordered to forward it to the Secretary of State, in compliance with the law.

On motion of Mr. Purdy, of Mansfield, a committee of five was appointed to publish an address to the citizens along the line of the proposed road.

It was ordered that the proceedings of this meeting be published in the newspapers printed in the counties through which the road will pass.

T. W. Powell, Ch'n.

John Sherman, Sec'y.

New Passenger Car.—The Baltimore and Ohio Railroad Company have placed upon the line a very elegant and commodious new car, fitted with elastic canvas supports for the back and cushions for the head, moveable so as to afford an agreeable variation of attitude.

Tennessee Copper Mines.—There is said to be a nest of valuable copper mines situated in Polk county, East Tennessee, near the Ocoee river, and about 32 miles from Cleveland. These mines have lately been opened and worked by several companies, principally by the Highwassie, and by the Tennessee, East Tennessee, and Cherokee companies.—A London company also owns part of a section. The whole of this copper region is in the township of Ducktown. The produce of the mines is chiefly black oxide of copper, which is a decomposed sulphuret. The veins are of very great width. The Highwassie vein has never proved less than twelve feet, while it has reached forty-five feet. The East Tennessee and the Cherokee companies are working veins of thirty feet. With a small outlay of $300, the Cherokee has obtained within sixty days a quantity of ore worth $5,000.

Oak Saw-Dust, to prevent Lime-Crust in Boilers.—A discovery has been made by Mr. Ira Hill, of Lawrenceburgh, Pa., which may be valuable to persons having charge of steam engines.

Two or three shovels of saw-dust are thrown into the boiler, (each boiler, probably;) after which he has always found the inside of his boilers as smooth as if just oiled.

Whether the lime attaches itself to the floating particles of saw-dust, instead of the boiler; or whether the tannic acid in the oak saw-dust forms a salt with the lime, which will not adhere to iron, remains to be explained. The saw-dust was first placed in the boiler for the purpose of stopping a leak, when the result followed, that the boiler was free from lime scale.—*Wheeling Gazette.*

Opening of the First Railway in Norway.—Letters from Christiana of the 15th of July, mention the opening of the Norwegian Railway (the first line introduced into that country) on the 4th instant, the King's birthday. The section completed consists of 13 miles, and this would be ready for traffic in a few days, when large accumulations of produce are expected to be forwarded by it.—The entire length of the undertaking from Christiana to Miosen Lake, is 42 miles, the whole of which will be finished by the end of October, bringing, it is said, about one-fifth of the property and 25 per cent. of the population of the kingdom for the first time into direct communication with the capital and seaport.

Eighty Miles an Hour.—The Pennsylvania Railroad Company own 43 locomotives, of which 12 are of a capacity equal to a speed of 80 miles an hour. The Baltimore and Ohio Railroad have 141 locomotives, some of which are of equal speed. This immense velocity has been attained through the active competition of the railroad companies, who have spared no expense in rewarding constructors for costly experiments.— *Louisville Times.*

☞ A contract has been made for 10,000 tons of patent compound rail for the Wabash Valley Railroad. This rail is clear of butt joints, which give the unpleasant jar to cars. It is costly, but is cheaper in the end, as it is less liable to settle and is less destructive to running machinery.

Recent Discovery.—Mr. Kendall, in one of his agreeable letters to the New Orleans *Picayune*, has the following item:

A British resident in Russia has recently made a discovery which, if all accounts be true, promises to be of great importance to painters and varnishers. It is to the effect that the seed of the tobacco plant contains over 15 per cent. of its weight of drying oil, of superior quality and of easy extraction. The process by which the oil is extracted is to reduce the seed to powder, and knead it into a stiff paste, by adding a sufficient quantity of hot water, after which the paste is submitted to the action of a very strong press. The oil thus obtained is then exposed to a moderate heat, which, by coagulating the vegetable albumen of the seed, causes all impurities to form a cake at the bottom, leaving the oil perfectly clear. This oil, although extremely limpid, possesses, it may be said, the drying quality to a much higher degree than any other, a circumstance which must render it of great value to all who use paint or varnish of any kind. It will cost our tobacco growers but little to make the experiment; and for their benefit I have condensed an article in relation to the new discovery.

New Invention of Weighing Scales.—Mr. Caleb Burnap, of this city, an ingenious mechanic, has invented a new kind of scales for weighing light or heavy weights. The principle employed differs from that of the ordinary scales in this respect—the weight is indicated by *fluid*, which is forced upward through a transparent glass tube, on which the different figures for pounds, ounces, &c., are marked, like those of a thermometer.—The fluid is introduced through a small aperture (which regulates the force of the pressure,) to a flat, shallow cavity beneath the platform on which the weight descends, and a remarkable degree of precision is obtained by the employment of Vulcanized India rubber as a covering to the fluid.—*Hartford Times.*

American Ingenuity.—The New York *Herald* gives a description of a new style of stereotyping, by which a perfect stereotype copy of a form of type can be produced in ten minutes, and the impressions taken from it, and not from the type in which the matter was originally set up. Of course the stereo type copy can be duplicated, and thus two, three, or any desired number of presses can be employed at the same time in printing copies of the same issue of a paper. This would enable a paper to publish an unlimited edition.—We confess to scepticism as to the success of the plan.

ACKNOWLEDGEMENTS.

The Western Journal and Civilian.—The July number of this valuable Journal is at hand, containing articles upon the various subjects of Agriculture, Manufacture, Mechanics, Belles Lettres, &c., &c.

It is published at St. Louis, by Messrs. Traver & Cobb. It is a valuable publication, having reached the 4th number of the 10th volume.

OLD DOCUMENTS.

In an old English publication of 1775, containing speculations as to the probabilities of a "*rebellion* in America," we find the following estimate of the population of some of the "provinces," which we place side by side with their present population:

	1774.	1850.
Massachusetts	400,000	994,514
New Hampshire	150,000	317,976
Rhode Island	59,678	147,545
Connecticut	192,000	370,792
New York	250,000	3,097,394
New Jersey	130,000	489,555
Pennsylvania	350,000	2,311,786
Maryland	320,000	1,583,034
Virginia	650,000	1,426,661
North Carolina	300,000	869,039
South Carolina	225,000	668,507
Total	3,026,678	11,276,803

New York now has a larger population than all the clever "provinces" put together had then. Virginia, with nearly three times the population of New York then, now has less than half the number.

In another old book, a Gazetteer, printed in 1806, Cincinnati is given as follows, in full:

"*Cincinnati*, a town in Hamilton county, Ohio; situated on the North Bank of the Ohio river, eight miles west of the mouth of Little Miami river, opposite to Newport, in Kentucky, and 25 miles South of Fort Hamilton. *Here is a post office 515 miles from Washington.*

In speaking of Louisville, the same author says: "It is a port of entry and the capital of the county, but (he adds rather despondingly) *the unhealthiness of the situation has checked its growth.* The inhabitants are estimated at 400."

Vincennes, though, has brighter prospects: "Here is a small fortification, and the town contained 715 inhabitants at the last enumeration. As this town is the seat of territorial jurisdiction, and lies in the bosom of a fertile country, it will progress rapidly in population and improvement." Vincennes is now an old, *finished* town, while Louisville, with a population of 45,000, is just beginning a career of almost unexampled prosperity.

Kaskaskia is also mentioned in flattering terms, while St. Louis is considered unworthy of mention. Kaskaskia is now a point not noticeable without particular attention is called to it.

It is interesting to note these changes in the prospects of different sections of our country; some places of the brightest prospects suddenly coming to a standstill, and others, before unknown, suddenly springing into notice, and cities soon built where forests stood.—*State Journal.*

IRON MOUNTAIN, MISSOURI.—In making an estimate of the amount of iron contained in the Iron Mountain, enough has been found above its base to make 105,000,000 tons.—Now, if 5,000,000 tons only be converted into railroad iron, it would make 50,000 miles of road; and to send off the remainder, at the rate of 1,000 tons per day, would employ a railroad over 300 years to remove it. This done, they would work below the level of the base, and dig to the center of old mother earth, and as much further as desired.

OFFICE OHIO & MISSISSIPPI R. R. CO.
CINCINNATI, AUG. 6, 1853.

Notice is hereby given that in pursuance of a resolution of the Board of Directors of the Ohio and Mississippi Railroad Co., an instalment of five dollars on each share will be payable on the 6th day of October next, being the 6th instalment.

By order of the Board.
au25 H. H. GOODMAN, Secretary.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.
Pittsburgh, Pa., August 15, 1853.—au18-3*

Office Cin., Ham. & Dayton R. R. Co.
CINCINNATI, Aug. 9, 1853.

THE Directors of this Company have this day declared a dividend of Five per cent. on their capital stock, payable to the stockholders registered in Cincinnati on demand; and to those registered in New York, on and after the 25th inst., at the office of the Ohio Life Insurance and Trust Co., in New York. FRANK S. BOND,
au18-1* Secretary.

NOTICE TO CONTRACTORS.

SEALED proposals will be received at the County Auditor's Office until Saturday, the 27th inst., at 10 o'clock, A. M., for building the following bridges and culverts, viz.:

One Truss Bridge, 59 feet span, over west branch of Millcreek, in Springfield township.

One Truss Bridge, 30 feet span, one mile northwest of Mt. Pleasant, on Adam's road, Springfield township.

Superstructure of Bridge over Miami Canal, above Lockland, Sycamore township.

Two Truss Bridges, 35 feet span, over Crawfish creek, Spencer township.

One Culvert, 5 feet span, near William Durrells, Millcreek township.

One Truss Bridge, 30 feet span, over Rapid Run, near John Cartizer's, Delhi township.

One Truss Bridge, 35 feet span, over Lick Run, near graveyard, Millcreek township.

One Truss Bridge, 30 feet span, near Solomon Walewright's, Sycamore township.

One Truss Bridge, 30 feet span, east of Madison, Columbia township.

One Truss Bridge, 20 feet span, south of Polktown, Symmes township.

One stone-arched Bridge over Millcreek, with two or more arches, to be located near the railroad culvert at the mouth of Lick Run.

All proposals to be sealed and directed to the County Commissioners, marked Proposals or Bid for County Work. All bids for wood work to state the price per 100 feet, board measure, and stone work the price per perch of 25 feet, cubic.

For plans and specifications, call at Auditor's Office, where they will be on file at least ten days before the day of letting.

N. B. All persons interested in the above will please call at Auditor's Office, and give bond for the necessary fill, as the Commissioners will not build any of the above without the assurance that the fill will be made. By order of the Commissioners. E. C. BALDWIN,
au18-2w. Auditor Ham. Co., O.

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.
au18-3*

CARDS.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.
jy7tf RICHARD NORRIS & SON.

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broadway
†mr10

BANKERS AND BROKERS.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati.

†mr3

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

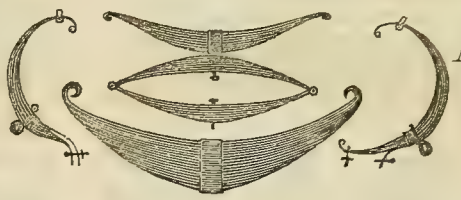
Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.



McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.

M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

General Map Establishment,

No. 3 College Hall, Walnut Street,

CINCINNATI.

E. MENDENHALL,

MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

ENGINEERING!!

The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,

May 5-tf 64 Broadway, N. Y

FOR SALE.

A Taylor Cylinder Printing Press,

With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,

No. 167 Walnut Street.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

FULTON CAR WORKS,



CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

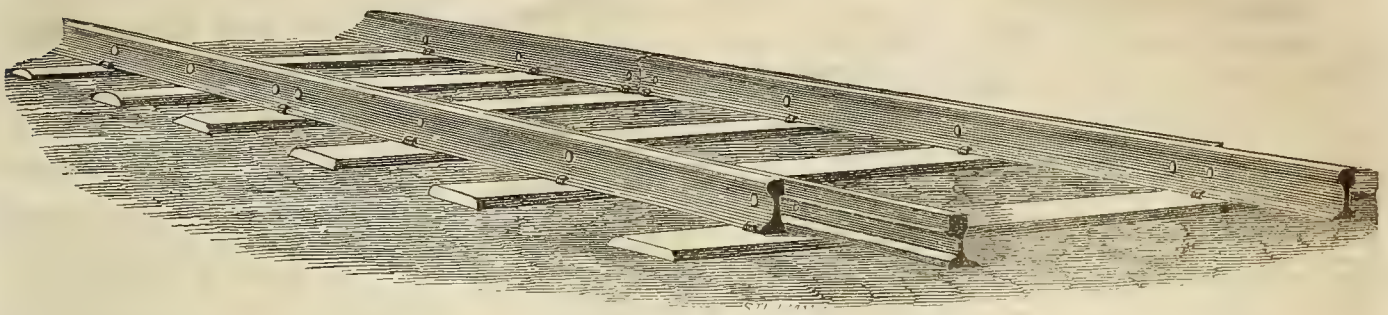
WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,

†ap14. Fulton Car Works, Cincinnati, Ohio.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

"GARDNER'S ROCK DRILL."

DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
je30† Trinity Building, New York.

IMPORTANT TO

RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

CLINTON ROBSON & Co.

BRASS FOUNDERS,

No. 154 Front St. bet. Pike & Butler Sts.

CINCINNATI, OHIO.

STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

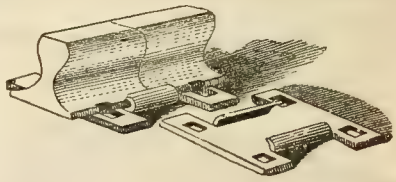
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



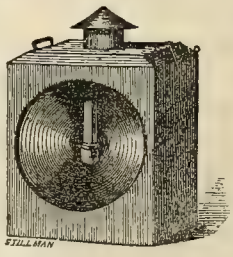
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
† je2 No. 15 Pearl Street, Cincinnati.

Louisville & Nashville Railroad.



Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst., for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.

Louisville, Ky., July 1, 1853.—jy14-8w.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H. J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws.

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
6*mr17

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

PHILADELPHIA
Type and Stereotype Foundry.

THE subscribers would call the attention of Printers to the greatly reduced prices of their present list. They now offer

Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
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E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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Railroad Operations. — Engineers are at present engaged in New Castle county, Del., in surveying routes for the contemplated railroad to unite with the Frenchtown Road, and run south to Seaford. They are surveying five routes, and it is not certain yet what course the road will take.

EDITORIAL CORRESPONDENCE.

Summer in the country—Banks of Clear Creek—coming harvests—Hillsborough Railroad—bursting the boiler—repairing without damage—Cincinnati and Marietta Railroad.

Highland Park, Aug. 27, 1853.

Many days have past, my dear Record, since I corseponded with you, after the Epistolary manner; and I am still lingering in the greenwood shades of Highland Park. While I rest myself, for a time, in these calm, and quiet shades, old, and pleasant memories crowd around me. Not here indeed, but under just such trees, and overlooking just such fields, I passed my early boyhood on the banks of Millcreek. It is now long ago, and my hairs are turning gray with the rusts of time. But Nature is never old. Men talk of the "olden time"—but there is no "olden" time in nature. To the babe of yesterday, she is as pert, as young, as beautiful, as she was to Adam, when he first opened his eyes on the green earth. Man grows old, and history grows old; but the creation of God is neither mortal, nor historical. Man goes to the dust again, and monuments are built over him; but the green grass, frail and perishable as it is, will grow on when the body is gone, and the monument upon it crumbled forever. I look out upon the same stars, and hear the same rustling air through the woods, as Adam saw and heard when he walked by the river of Eden. As the lover and his mistress, when far separated, hold a sort of intercourse by looking upon the same moon, so we hold a sort of communion with the spirits of the Mighty Past, by looking upon the heavens, and the earth, arrayed in the magnificence of its early glory. So I seem to pass over all intermediate space, and commune with the scenes of my boyhood. The different periods of time are united by a common sympathy with the same objects.

A summer, in the country of Ohio, brings around you all the images of beauty, and peace, and plenty, with which a poet would like to grace the picture of a happy land.—Nature, and art, so blended, that each contributes to the excellence of the other.—There is a scene, from my window, on the banks of Clear creek. The green sward slopes gently from the house. The air is rustling lazily, but musically, through the tops of the oak and the maple. Yonder is the gate, which leads down the "lane" through fields of high corn, green meadow, and blossomed clover. Beyond is the creek, dwindled by summer heats to a little rippling stream, whose sides are clothed with pawpaw bushes, the purple topped iron-weed, tall yellow flowers, and long grass, interspersed with the broad boughed sycamore, and the fruit bearing walnut. As you turn to the right, the eye glances for miles over corn fields, whose tens of thousands of bushels of corn make the wealth of the farmer, and bring riches to the city. On the left, over gently rolling ridges, lies my favorite resort, "Highland Park," green turf beneath, and lofty, shady, bird-inhabited trees above.

Such is the scene; but, not a silent scene, as you may think. The "cocks shrill clarion" waked the morn. The birds followed in chorus. The blue jay is calling "tebe,"—"tebe!" A party of crows are "caw"—"caw"ing in the corn-field; holding, doubtless, an animated conversation on family affairs; the little chickens are uttering their complaints, and their industrious mamas are picking up worms for them. Now, there is a cry. We hear screams, and the chickens run. What is the matter? Enough. Do you not see that bird silently and swiftly cutting the air? He is the *hawk*, a name of terror to all the chicken tribe. Look at him again. He will carry you through five hundred years of history. He is the blue-winged Gray Falcon, the very fellow, with whom Knights, and Ladies, hawked, and hunted in the days of minstrelsy, and tournaments.

But, how do we pass the time, you may say? What I am doing, you know, Mr. Record. What the farmers do, you may know, by looking at those cultivated fields, yon sleek cattle, and neighing horses. What the women do, you can make a *guess*, if you were to look into the house, and sit down, where all that plenty, and comfort, and neatness can supply, of good nice things are all around you. What the children do. Ah! There is what you can not see in cities!—Romping through grass, and woods; setting up their doll houses, under the Park-trees; riding the old mare; racing with Ponto; counting the chickens; helping the dairy woman; going to the orchard, and crunching peaches, pears, and apples, in quantities. It is a beautiful thing to see them! And so, the

summer passes in the country—silently, and quickly passing away!

I would advise you, Mr. RECORD, not to count on a short corn harvest. No, Sir, there will be a heavy corn crop, throughout the west. Indeed, all crops this year are good, except, perhaps, oats. Wheat is good, grass is good, corn is good, and fruit most abundant. Abundance of everything necessary, and comfortable for the subsistence of life, and the accumulation of wealth, exists in Ohio.

I must tell you my adventure last week, on the Hillsborough Railroad. Railroading on this line is a real amusement, rather expensive and annoying it is true, but the annoyances are too absurdly ridiculous to be scolded at. The week before I came up, the flue of the locomotive had bursted twice, each time detaining the passengers till past midnight. One would think this was warning enough to get another locomotive. No. The same old thing was kept on. When I came up, there was, as usual, a string of freight cars hitched to the passenger cars, and we had hard, and slow pulling to get up the grade east of Loveland. But we got on till at Westborough, away goes the flue again! "Burst the biler," as they say. But, amusingly enough, our good conductor had acquired the talent of locomotive maker, as well as conductor! He very coolly pulls out the instruments, and with the engineer, and fireman, proceeded to *mend* our old locomotive. It was decidedly funny! It took us about four hours to mend, and about four hours to go, making eight hours of the trip. The consequence was, that all the Chillicothe, and other passengers, going on, lost the stage, and were put to additional expense.

The manner in which this road is run, is all wrong; and if our friends of the Little Miami Railroad manage it, as I am told they do, they ought to manage it better, for the sake of their own reputation.

I see, in the *Gazette*, the Report of Mr. Cutter, President of the Cincinnati and Marietta Railroad. It is a very satisfactory document. That Company seems to have more solid capital than any one in Ohio; and its work is done in a most thorough manner. I I hope the railway communication between Cincinnati and Chillicothe will be completed next December. E. D. M.

SCIOTO AND HOCKING VALLEY RAILROAD. The opening of this road through to Jackson, was made an occasion for rejoicing on Thursday the 10th. Numerous speeches were made, a good dinner ate, and other demonstrations made. The attendance was very numerous. Every thing passed off harmoniously and without accident.

Cars now run regularly between Portsmouth and Jackson.

WHEAT CULTURE OF OHIO.

Ohio produces annually about *twenty-five millions of bushels* of Wheat. Three successive crops were, as follows:

Crop of 1849	16,000,000
" 1850	35,000,000
" 1851	25,000,000
Aggregate	76,000,000
Average	25,333,000

These crops were accurately ascertained; that of 1849, under the U. States; that of 1850, and 1851, by the State Assessors. One is the worst crop in many years, (that of 1849,) and one, (that of 1850,) the best; so that, on the whole, the *average* is a fair one. The crops of 1852, and 1853, will not be far from that of 1851,—that is an average.

There is nothing less understood, than what is really an *average* crop of any staple grain. We hear continually of 70 and 80 bushels of corn to an acre, as if that were the common crop; and of 40 bushels of wheat per acre in England, as if that were the common crop in that country; but, in fact, it is no such thing. An average crop, for an entire country, must include all varieties of soil, as well as all varieties of seasons. In some seasons, the crop fails almost entirely; and one kind of soil will not produce half as much, as another.

We have looked over the Agricultural Report of the State Society, for the purpose of ascertaining the general average of Wheat production. In the first place we looked at the *premium crops*, which were as follows:

Ashland County—	45	bushels—	70	lbs.	per	bushel.
Perry	46	"	65	"	"	
Athens	45½	"	61	"	"	
Lorain	31	"	60	"	"	
Defiance	43½	"	—			
Stark	48	"	—			
Erie	40	"	—			
Carroll	39½	"	—			
Champaign	39⅓	"	—			
Washington	36½	"	—			

The *premium* crop of Ashland was equal to 52½ bushels per acre, at the Statute Weight, which is 60 lbs. per bushel. The *premium* crop of Perry was equal to 49½ bushels; and the *premium* crop of Athens to 46 bushels per acre. We can easily see, therefore, how, on suitable land, and high culture, a crop of 40 bushels per acre may occasionally be raised; but, it is not a common thing, either in England or America. Let us now look at some of the *county* averages. We will take *five* of the *highest* average, and *five* of the *lowest*.—Thus:

Erie	24 bushels.
Montgomery	22 "
Champaign	20½ "
Seneca	21½ "
Ashland	20 "
Jackson	10 "
Pike	9 "
Lawrence	9 "
Vinton	9 "
Washington	12 "

We see, therefore, there is a very great difference between the average of the best counties, and the worst. The *average* production of the entire State of Ohio does not reach 16 bushels per acre. Let us next inquire into the *cost* of production.

The actual cost of plowing, seeding, harrowing, cutting, and threshing an acre of *premium* wheat in Brown county, was $6.90 per acre. The actual cost of *nine* acres of *premium* wheat in Defiance county, was $71.75, making about $8 per acre. In the former case, the produce was 40 bushels per acre, and the cost 23 cents per bushel. In the latter case, the product was 369 bushels, or, 41 bushels per acre. The cost, therefore, was about 20 cents per bushel. We infer that the actual cost of wheat production, independent of the interest of capital invested, and the charges of Government, is not more than 20 cents per bushel. If the crop be only a common one, it is because it be less manured, and cultivated. In other words, it has cost less. An average production of 16 bushels per acre does not cost over $3.25 per acre.—But, the interest of capital, at $30 per acre, is $1.80 per acre. The charges of government are about 30 cents per acre. The total charge, therefore, are $3.25 per acre. The product is 16 bushels per acre, which at 60 cents, is $9.60. With an average of 16 bushels per acre, and a price of 60 cents per bushel, wheat is a profitable crop. This corresponds with a remark made by farmers, that wheat may be raised profitably in Ohio at 50 cents per bushel; but not under. The *whole cost* per bushel, as we have seen above, is less than 33 cents per bushel. But wheat culture, on the bottom lands, or without the aid of rotation crops, would soon cease to be profitable. It is not calculated to do well, without rotation; nor, does it suit alluvial land, as well as Indian corn.

Of the twenty-five million of bushels of wheat raised in Ohio, at least *thirteen million is surplus*, which at 70 cents per bushel is worth over *nine million of dollars*.

Notwithstanding this immense, and valuable crop is actually raised in this State; yet the traveler on our railroads would scarcely suspect its existence. Not one twentieth part of the State is occupied by wheat, while all around, the stranger sees heavy forests yet occupying the ground.

The *whole cultivated* land of Ohio is only about one fifth part.

RAILROAD ON THE WEST SIDE OF THE HUDSON.—The New York *Times* states that a new project has been started for a railroad on the west side of the Hudson, from Hoboken to Albany. A survey has already been made, and a company of capitalists have made an offer to build the road — giving securities to build it in two years, for the sum of $7,500,000, which includes the cost of the right of way. The cheaper cost, says the *Times*, will give it a great advantage over the Hudson River Road.

CANADA WHEAT.

Our Canada neighbors have got up an idea that *they* are to be the great exporters of wheat from North America. Perhaps so; but let us look at what they say. Here is one paragraph from the Toronto *Leader:*

"Besides the extension of settlements, there is another source of increased production now beginning to be perceptible: we allude to the measures taken in some of the older settlements to increase the productions of a given area of land. Whatever the general average yield of wheat may be throughout the Province, it is a matter of individual observation that lands which used to yield about 20 bushels of wheat to the acre, now yield 40 and even 50 bushels. The improved methods of farming which bring about these increased productions are silently making their way in many of the older settlements, and must make their effects apparent in the increase of our exports of breadstuffs. From all the circumstances, it is obvious that Canada is destined to become, in a few years, the greatest wheat exporting country on the continent of America."

Nothing is more utterly erroneous than the idea that wheat lands yield, on any considerable extent—say 30 acres—any thing like 40 bushels to an acre. Such a crop is only raised in rare instances, and would take the premium at any Agricultural Fair. The truth on this subject is simply, that there is *not a country in the world* which for five years, on all its soil, *averages* 20 *bushels per acre.* Improved farming there is, and 40 bushels per acre *may* be raised in some instances, but the general average does not reach 20 bushels. But 20 bushels per acre of *wheat* is a very productive crop. 20 bushels at 70 cents is $14.00. The cost of cultivation is not $4.00. Then there is left $10.00 per acre for capital and skill. Few investments will yield more than that. But the farmer can not flatter himself with any such crops as even that.—Farmers do very well if they *average* sixteen bushels.

The Canada paper says that Canada exports now five millions of bushels, and adds:

"It appears by the above statement that our exports of wheat in 1852 were about eighteen times as great as they were in 1838. They have doubled four times in fifteen years, or more than once in every four years for the last fifteen years. They are now one half as much as the exports of wheat from the United States; and at the present ratio of increase — doubling in every four years — our exports of wheat will, in 1856, be equal to those of the United States."

This mode of reckoning, taking *past* ratios for future ratios, is a very common mode of calculating, and a very erroneous one. For example, the increased exports of Canada wheat from 1838 to 1845 (7 years) was 800 per cent.; but from 1845 to 1852 (7 years) it was but 100 per cent., *one eighth* of the *ratio* in the same time. It does *not* double in four years. The increase was from 3,600,000 to 5,400,000, or just 50 per cent. In four years more, if the same ratio continues, the export of Canada wheat will be 8,000,000, of which, however, there is no probability. The United States will never export large amounts of wheat except in famine years; but the great bulk of the export from America will be from the United States.

Railroads.

CINCINNATI, LOGANSPORT, AND CHICAGO RAILROAD.

This is one of the most important railroad lines, now centering at Cincinnati. Logansport is in the midst of the Wabash country, with which Cincinnati carries on an active and profitable trade. Chicago is the principal town of the northwest, fast growing in population and wealth. The intermediate country is rich, and productive. There is every cause to make this a profitable line, both to the stockholders, and the public. The whole route will be made up of three parts; the first from Cincinnati to Richmond; the second from Richmond to Logansport; and the third from Logansport to Chicago. The whole distance, via the Eaton Railway, will be about 270 miles. This may be run in 10 hours, and the route will command the whole trade between Cincinnati and the northwest.

We understand an arrangement has been made between the Eaton Company, and that to Logansport, by which the line is to be run in connection. We understand, also, that the line from Newcastle to Logansport is nearly constructed, and that from Logansport to Chicago is making rapid progress. In a short time, then, we may expect to have a continuous and direct communication between Cincinnati and Chicago. These places but recently seemed a week's journey apart, a journey which few made, and few desired to make; but, now thousands will make that journey in a few hours, and pass on to the far northwest, visiting the remote corners of the Union, and spanning large States, in a few hours.

CONSOLIDATION OF THE MISSISSIPPI AIR LINE ROADS.

We learn from the Ft. Wayne *Sentinel* that the directors of these roads met at Lacon, Illinois, on Wednesday, the 20th ult., and made an arrangement for the consolidation of the two companies. A delegation from the Philadelphia, Fort Wayne and Platte River Railroad was also in attendance, and an agreement was entered into with the other companies that it also should be included in the consolidation, as soon as it raised the necessary amount of stock, which the directors feel confident of doing within a few weeks. The consolidadated company is to be known as "Fort Wayne, Lacon, and Platte Valley Air-line Railroad Company." E. Gest, Esq., of Cincinnati, President of the Fort Wayne and Mississippi Railroad, is to be President of the consolidated company, and Col. Curtis, Chief Engineer of the Western Air-line, will be the Chief Engineer.

The prospects of the road are highly encouraging. A large amount of stock is already subscribed both in Indiana and Illinois, and now, that all uncertainty as to the immediate construction of the work is dissipated, the subscription will be rapidly augmented. This air line route has been surveyed from Fort Wayne, Indiana, through Illinois, crossing the Mississippi at New Boston, Ill., thence to Wapello and Washington, Iowa; at this last place the survey has ceased for the present. From this point westward, the Chief Engineer and President (of the Iowa section) are making a personal reconnoisance of the line toward the mouth of the Platte.

The company which has manifested the disposition to build this road, is well able to do so. But the route however practicable is a long one, and it may be built after a long time. Still the company have ordered stock to be taken in this road, and the books have been opened for that purpose all along the whole line.

The line of this road is between Fort Wayne and Bellevue, at the mouth of the Platte River, on the Missouri, a distance of five hundred and forty-three miles; one hundred and twenty-three in Indiana; one hundred and eighty in Illinois; and two hundred and forty in Iowa. The road for the whole distance is as nearly on an air line as practicable, and will be the shortest road to the Missouri. It will pass through the towns of Fort Wayne, Rochester, Winnemac and Beaver Lake, in Indiana; Lacon and New Boston, in Illinois. At the latter place it strikes the Mississippi, and thence passes through Wapello, Washington, Rose Hill, and Indianola, in Iowa. For the entire route, the country is prairie, admirably adapted to the construction of a railroad.

Private subscriptions are increasing rapidly, and give evidence of the strong hold this railroad has on the affections and confidence of the people. More than half a million of stock is now subscribed in Illinois to the road.

Lake Erie and Madison Railroad.—At a meeting of the city council, held last night, the Board of Councilmen resolved unanimously, upon the prayer of two thirds of the resident freeholders of the city, to subscribe $200,000 to the capital stock of the Lake Erie Railroad. A committee was appointed to make the necessary arrangements with the railroad company to carry out this resolution of the council.—*Madison Courier.*

☞ Mr. Azariah C. Flagg has been proposed as President of the West Side River Railroad, from Hoboken, opposite New York city, to Albany.

MARIETTA AND CINCINNATI RAILWAY.

ANNUAL REPORT.

At the date of the preceding annual meeting of the stockholders, the road had been placed under contract from Blanchester to the western limits of the Coal Fields in Jackson and Vinton counties. Upon this work, an expenditure had, at that time, been made, to the amount of $350,000.

Considerable embarrassment has been experienced during the present season, by the contractors, from the scarcity of laborers; the great number of new railroad enterprises in the West having increased largely the demand for this description of employment.—Notwithstanding this difficulty, the work has been urged forward with much energy; and the road bed is now ready to receive the iron from Chillicothe to Greenfield, with the exception of one section, and this will be out of the way in time for the track layers.—From Greenfield to Blanchester the work is well advanced, and will be ready for the iron by the time the track is laid down to Greenfield.

From Chillicothe eastward, a distance of 24 miles, the grading, masonry, and bridging are so far advanced as to permit the track laying to commence by the 1st of November of the present year, and to continue throughout without delay. The amount expended upon this portion of the work—embraced by the two contracts of Messrs. Cushing, Wood & Co.—was $1,007,357.44, up to August 1st. A force of 2000 men, 300 horses and oxen, 2 steam excavators, 2 locomotives, and 75 gravel cars, is now employed upon this work.

IRON RAILS.

A purchase of 8000 tons of rail, of compound pattern, weighing 75 pounds to the yard, was made in Staffordshire, England, before the rise in the price of that article. Of this purchase, 2140 tons have been shipped, and is continually arriving in this country, through New York, being forwarded from thence, through Cleveland, to this city.—About 500 tons are now at Cleveland and on the Ohio Canal, bound for Chillicothe. at which point the track laying will commence. The first boat load arrived at this port to-day.

A further purchase of 2500 tons of American iron, of the same weight and pattern, has been made at Hanging Rock, in this State. The delivery of this lot at Portsmouth will commence within a few days, and be completed before the close of canal navigation.—About 900 tons of common pattern T rail have been in use during the past year, for a temporary track, which being of heavy pattern, and excellent quality, will prove serviceable for sidings, &c.

The entire amount of iron as yet purchased, is 11,400 tons—sufficient to lay about 100 miles of railroad.

PURCHASE OF MACHINERY.

The opening of so much of the road, both east and west of Chillicothe, during the present season, as well as an economical construction of the road bed at various points, has rendered necessary a considerable amount of machinery, for purposes of construction; and three light locomotives, of 12 tons weight each, and 75 gravel cars, have been purchased. Several engines, of 18 tons weight each, and a sufficient number of passenger and freight cars to meet the demands of business upon the opening of the road, have been provided.

The use of this machinery has involved the necessity of providing a repair shop at Chillicothe. A cheap, but substantial, building, for this purpose has been erected, and fitted up, upon the Company's lands in this city.—Tools and machinery necessary to preserve in good order the rolling stock of the road, have been supplied. There has been paid for machinery, and buildings in Chillicothe, $67,-638.88.

BALLASTING AND TRACK LAYING.

In view of the great importance of preserving both the iron rails and the road bed in the best condition, as well as with an eye to the greatest economy in running the road, the Board have decided to ballast with clean gravel, in the most thorough manner, the entire track, as the iron is laid, before any business is introduced upon it. Contracts have, therefore, been made with Messrs. Cushing, Wood & Co., for the ballasting and track laying of all the line let to their hands for grading, masonry, and bridging, being about 77 miles.

It is expected that the track laying will commence upon the arrival of 500 tons of iron at Chillicothe; and that this portion of the road will be completed for use by the close of December next.

The amount expended in cross-ties and superstructure, up to Aug. 1st, is $9,097.33.

EXTENSION TO THE OHIO RIVER.

The preparatory surveys on the remainder of the line not previously under contract to the Ohio river, had not been made at the date of the last annual meeting of the stockholders.

On the 16th day of September, 1852, a contract was made with Messrs. French, Dodge & Co., for the grading, masonry, and track laying of this portion of the road, to be completed on the 1st day of December, 1854. Notwithstanding the same difficulty has been encountered in regard to the scarcity of laboring hands as has embarrassed the western division, very satisfactory progress has been made upon the heavier portions of the work.

The amount expended under this contract, up to Aug. 1st, is $333,510.54. Thus the expenditure on the entire work, from the commencement up to the 1st inst., is as follows, viz.:

Grading, masonry, and bridging on C., W. & Co.'s contract	$1,007,357 44
Do do on F., D. & Co.'s	333,510 54
For machinery	67,638 88
For cross-ties, &c	9,097 33
For engineering and contingent expenses	84,949 63
Total	$1,502,553 82

Forces, consisting of 2146 men, and 500 horses and oxen, are now employed by Messrs. French, Dodge & Co., and the energy with which their work is prosecuted gives every assurance that it will be completed within the contract time.

Careful surveys of two distinct routes have been made between Marietta and Wheeling, resulting in the choice of a line skirting the margin of the Ohio — being lineally somewhat longer than a direct interior route, but in respect to grades and cost decidedly preferable. On the 16th of July, 1853, this line was placed under contract — due notice having been given to bidders.

To Messrs. DeGraff, Brintnall, Bradley & Co., the first forty sections from Marietta were awarded; the remaining thirty-three sections of the line to Wheeling have been let to Messrs. Whittemore, Bradley & Co., all to be completed by September 1st, 1854.

EXTENSION TO CINCINNATI.

The difficulties attending a connection with other roads near the city of Cincinnati, and of finding suitable accommodations in that city, have induced the Board to make preliminary surveys of the several routes by which an independent entrance might be effected into the business part of the city.

On the north and east Cincinnati is bounded by elevated ranges of hills, rendering access by suitable grades very difficult. Within the past year, however, an enterprise of great magnitude has been projected, and carried successfully beyond a point where any failure can ensue. I allude to the opening of a tunnel, two miles in length, under the range of hills north of the city, thus providing an approach to a very desirable point within the city lines for railroads approaching in that direction. An alternative is thus presented to the contracted ravine of the Ohio river, already occupied by one railroad, and densely built over for some miles in the eastern suburbs of the emporium.

A line has been adopted leading directly from Blanchester to Milford, on the Little Miami Railroad, from which either entrance may be commanded. The grading, masonry, ballasting, and track laying of this division, were placed in the hands of Messrs. DeGraff, Brintnall, Bradley & Co. on the 16th of July, 1853, to be completed on the 1st of September, 1854.

It is true, that this western extension of the road, beyond a point where a connection with other roads has hitherto been contemplated, involves an expenditure of a considerable amount of money, but the important advantage of being able ultimately to control our own business in Cincinnati, and of enlisting business sympathies and interests there, which could not otherwise be influenced, is an inducement to make an extraordinary effort to accomplish the object. In addition to the saving of seven miles in distance, thus obtained over the other routes, we may then claim what belongs to no other east-and-west line in Ohio—the important advantage of connecting Cincinnati, the great heart of the west, by *one* road, *one* charter, and *one* control, directly with the seaboard lines terminating on the Ohio river.

A contract has been closed with Messrs. Cushing, Arms & Co. for all the bridging on the entire road, except that which is found on the work of Messrs. Cushing, Wood & Co., and which is now nearly completed.

The Board are much gratified in being able to state that, in all the contracts made during the past year, they have succeeded in enlisting the services of parties of the highest character for responsibility, energy and punctuality; and that the prices to be paid are entirely within the limits ordinarily paid for similar works. This result has been secured in the face of a decided tendency to a heavy increase in the prices of labor and supplies, and a great scarcity in the number of men seeking employment.

INCREASE OF MEANS:

Strongly impressed with the absolute necessity of securing a large subscription to the capital stock of the Company, furnishing both the immediate means to meet the large expenditures upon the road-bed, as well as a legitimate basis of credit for the purchase of iron, and outfit of the road, every effort has been made for the accomplishment of the object, and with the most gratifying results.

The manifest relationship existing between

the great mountain lines extending from seaboard cities to the Ohio river, and a work which, like our own, conducts these lines directly westward to Cincinnati, and to other points of attraction in the west, inspired the hope that important aid might be obtained in one or more of the great commercial marts beyond the Alleghenies. Application was, therefore, made to the Pennsylvania Railroad Company, through the agency of Noah L. Wilson, Esq., for a subscription to our capital stock to the amount of $750.000. Mainly through the persevering and influential efforts of that gentleman, the stockholders of that corporation authorized a subscription of the above amount, which has since been made, and the proceeds placed at the disposal of our Company.

Through the same agency a subscription of $250.000 has been obtained from the city of Wheeling.

The importance of this timely aid, in the amount of positive means thus furnished, and the confidence universally inspired by the endorsement, from so high a source, of our enterprise, is oniy surpassed in comparative consequence by the identity of interest thus established—resulting, as it must, in permanent business sympathies of even greater value than the money obtained.

Individual stock subscriptions have also been obtained during the past year, amounting to $732.000. Thus the total increase of capital stock during the year is $1,732.000. This sum, added to former subscriptions, makes a total basis (including Cincinnati loan of $150,000) of $3,717,000. It is believed an increase upon this amount to the sum of $4,000,000 may be realized during the coming year.

CONNECTIONS WITH OTHER ROADS.

Few topics present themselves to managers of railway enterprises of greater interest than that of connections with other roads.

The great net-work of western railways is now in process of formation—the entire system will soon be marked out and fixed—not only in theory, but in active operation. The question of connections is one of mutual interest solely and will always be determined by that rule.

If we can make it for the interest of other railroad companies to throw their business upon our line, we have secured that which has constituted a part of their own earnings, and which has been accumulated without trouble and expense to ourselves, and becomes a most valuable addition to the resources belonging exclusively to our location. This, on the other hand, can only be brought about by a like contribution to their prosperity.

Regarding our work as one of the great thoroughfares, connecting the producers of the west with their appropriate seaboard markets, the question of connections east of the Ohio river has been considered as of prominent importance. To the people of southern Ohio—stockholders of this Company—it has ever been a favorite object to reach tide water, at the great commercial centers, by the nearest practicable routes. The location of our road is admirably designed to gratify every expectation on this subject, and the completion of our work, now under contract and well forwarded, will secure that object.

At Wheeling we are met with the Hempfield road, now all under contract, which may be viewed, practically, as a south-western extension of the Pennsylvania Railroad—offering a most direct route to the city of Philadelphia.

The central position of Philadelphia upon the seaboard, with the advantage of easy access to the ocean—her already widely extended and increasing commerce—her position as the great depot for domestic manufactures—the well-established character of her merchants for business integrity and liberality—commanding, through an intercourse of more than half a century, the entire confidence and good feeling of the mercantile classes of the south-west—by whom our road will be regarded as a favorite avenue for their business—all these considerations conspire to render a connection with that city of the highest importance to those interested in the construction of our road.

It is a fact that the cheap transportation of the Erie canal, and the early completion of railroads centering upon New York have given that city "the start' as an attractive centerpot for western produce—thus forming a basis of a more extended foreign commerce than is enjoyed by any other city on the Atlantic seaboard. But, with her railroad completion to the Ohio river—with a double track—to be accomplished within the next twelve months—with no grades opposing western business over fifty-two feet to the mile, upon straight lines—and with an advantage over New York in distance of some one hundred miles to the most important producing points in the west—Philadelphia may be expected to open a new and successful career of commerce ; and will, unquestionably, command a large share of the agricultural products of that portion of the west embraced within the limits of the Ohio Valley. At least one-half of the past and present commerce of New York has been drawn from a section of country penetrated very centrally by this railroad and its connections, and which would be better accommodated at more southern points on the Atlantic coast.

While our western people can have no partialities for one city upon the seaboard over another, it is of great importance to them that the seat of both foreign and domestic commerce should be brought as near as possible ; and that their investments in building leading thoroughfares should be directed to those points which will ultimately prove to be the best markets.

In addition to the direct Philadelphia connection obtained at Wheeling through the Hempfield road, we are also offered a direct railroad route to Pittsburg by using a portion of the Hempfield and the Chartiers Valley Railroad. On the west side of the Ohio river an extension of the Cleveland and Wellsville railroad will connect our line not only with that road, already completed to Cleveland, but with a somewhat circuitous, though in all other respects a favorable route to Pittsburg. From the latter point the Allegheny Valley railroad is now in progress of construction to the New York and Erie railroad, where it will also be met by a line directly from Rochester and Niagara Falls.

We have thus, three distinct and important objects gained by the extension of our line to Wheeling, viz.:

1. A direct connection with Philadelphia over the Hempfield and Pennsylvania railroad.

2. A like connection with Pittsburg, and thence with New York lines centering at that point:

3. A route to Cleveland and the lakes, of great value to the more eastern interests connected with our road.

While these important objects have been gained in a new direction, the original and constantly cherished purpose of supplying an important link in the direct railway route from Baltimore to Cincinnati and St. Louis, has not been lost sight of. This object is rendered the more important by the rapid increase in the commerce of Baltimore.

That city is already a favorite mart for our produce, and promises soon, by its closer proximity, to rival any other point on the seaboard in its attractions for many articles of western produce.

The embarrasments hitherto existing in the way of securing the most direct route to Baltimore, through Virginia, have all been removed by recent acts of her Legislature. In addition to the grant of the Northwestern charter, which restricts the terminus of that railway to Parkersburg, on the Ohio river—she has thrown open her borders, by an act passed during the late session of the Legislalature, incorporating the Independence Railway Company, with power to construct a road from either Williamsport (opposite Marietta), Mouth of Middle Island Creek, or Sisterville, to the Northwestern Railway.

An instrumental survey has been made of one of those routes, by which it is ascertained that for a Baltimore line for this company, a saving of at least eight miles in lineal distance can be made over the route through Parkersburg. The expectations of this Board are thus fully sustained, that the true route for Baltimore passes through Marietta, and that by accepting subscriptions requiring that town to be made a point, nothing whatever has been sacrificed in distance.

It is understood to be the wish of the Northwestern Company to extend their line to a favorable point for bridging the Ohio river, near Parkersburgh; provided the restriction imposed by the last Virginia Legislature, prohibiting the Company from extending the road across the Little Kanawha, can be removed.

With the opportunities, unexpectedly offered, of a choice of routes, it has been deemed most prudent not to expend money hastily upon the line which may be necessary to secure a Baltimore connection, until the policy of the companies east of the Ohio river is more fully developed.. It is not doubted that the interest of those companies, being mutual with our own in securing the best route possible for Baltimore, through the rich agricultural and mineral districts of southern Ohio to Cincinnati, will produce a harmonious and satisfactory arrangement, under some of the franchises granted by the Virginia Legislature.

Should the line adopted by this Company, and placed under contract to Belpre, prove to be the most suitable, its easy construction will enable the contractors to complete it by the time the heavy work on the North-western Railroad is finished to the Ohio river.

Extraordinary efforts have been made to produce the impression that our Company, by accepting subscription from the Pennsylvania Railroad Company, has assumed an attitude of hostility, or indifference to the trade of Baltimore. Nothing. however, is wider from the truth. Philadelphia has asked no pledges nor conditions, at our hands which can in the least interfere with the free and unrestricted use of our road, for Baltimore business. She claims no discriminations in her favor; and,

although her money has been freely advanced to our road, she cheerfully awards to us all the business, from other sources, which our own position entitles us to expect—seeking only an opportunity, over our line, to compete fairly, upon equal terms, for the business which may be attracted upon it.

Philadelphia and Baltimore each rely upon their own natural advantages, as commercial centers upon the seaboard. Their own works are built by their own capital to the Ohio river. They are there met by an independent company, whose policy must necessarily be one of entire friendship to both. That company is prompted by every motive of interest to furnish every facility for the accommodation of the business of each, as it is attracted by their own peculiar advantages of commerce.

It is but a reiteration of pledges already given, to say that the business of Baltimore shall pass over our road with as little restriction or discrimination as though the road was built with her own money. We claim to build, for her use, a line from the western end of her Parkersburgh Road to Cincinnati, in all respects equal to any other projected in Ohio, and over which her business will pass at as low cost, and with as great speed.

That her business men should wantonly thrust aside the friendly offices of a Company untrammeled by any other interest, with the power and will to serve, in all respects, her interests, and seek to construct another road at a cost of over $5,000,000, can not for a moment be supposed. The time has come when capital will decline to duplicate railroads over the same ground. While so many worthy projects of undoubted security are needing aid, they will hesitate to contribute money to gratify a mere spirit of local rivalry.

It is true that railroads are often constructed to serve exclusively the interest of a peculiar locality, and are used as commercial agents, sent out to draw trade in a particular direction — as the arms of the merchant by whose money it is constructed, and which are only to be extended for his benefit. Thus, Boston, Philadelphia, and Baltimore, have their own lines managed for their own benefit respectively and exclusively; but these lines, in their extension westward, are met by others, further removed, whose interests are not so exclusive—who are desirous to perform all the friendly offices of connecting lines; but who can not afford to relinquish business destined for other and sometimes rival points. As it would be manifestly impossible for each city upon the seaboard to build a railroad of her own to every important producing point in the West, so it would seem to be the part of wisdom to allow Western companies, where they are inclined to do so, to act the part of *common carriers*—transporting promptly the business which the various commercial agencies of the several cities shall commit to their hands.

The stockholders of this road are constructing a great highway, for their produce and supplies, to and from the best market. It matters nothing to them where that market is—so that it is the best. They feel safer to have a choice than to be confined exclusively to one. A second object is to earn a fair interest on the cost of the road.

Every interest of the stockholder is best served, by managing the road as a tradesman would manage his shop, so as to receive the greatest amount of custom.

To the Atlantic cities which constitute the termini of the various connecting lines east of the Ohio river, it will be the policy of this company to offer a commercial avenue as free from restriction or discrimination as they have ever found that great highway of Nature, the river Ohio. There is no commercial interest in Baltimore or Cincinnati, which is not as well served by the unrestricted use of our road, on terms of mutual fairness with the Baltimore lines, as though all other business were excluded from it. The bondholders and stockholders in these roads are certainly as safe, in receiving business to their roads, accumulated for them upon our line, as they would be in expending millions of additional means to accomplish the same object. They will not venture their money in such an enenterprise, until the facilities offered by this road have been tried and found wanting.

In addition to these flattering prospects, from Baltimore and Philadelphia, and various points reached from Wheeling, the Virginia Legislature has developed the policy of that State, in regard to her seaboard cites, as connected with western trade, by the pledge of $1,000,000 to the extension of her Central Road to the Ohio river. Although it has been decided to locate the main line of that road to the mouth of Big Sandy, with a view to Southern connections, this will undoubtedly be followed by the construction of a branch to the mouth of the Big Kanawha. From that point, the Gallipolis and Chillicothe Railroad Company are prepared to supply the necessary link for a connection with our road, at a point 30 miles east of Chillicothe.

While a very direct line will thus be afforded from Richmond and Norfolk, to Cincinnati, those cities will secure their most direct connexion with the Scioto and Miami Valleys, and through them, with the great Lakes, and all the central and northern portions of Indiana and Illinois.

During the past year, the Maysville and Big Sandy Railroad has been placed under contract from Maysville to Portsmouth. An agreement has been made with that Company for a running connexion, thus securing most valuable contributions from the Kentucky system of Railroads, which will be commanded through the Scioto and Hocking Valley and the Maysville aud Big Sandy lines. Active preparations are being made for the construction of the Hocking Valley line, from Columbus, through Lancaster, to Athens. Also of the Franklin, Pickaway, and Ross county road, both of which will prove important tributaries to our business.

The Dayton, Xenia, and Belpre Company, it is understood, have placed their entire line under contract, to its intersection with our own, near Frankfort.

GAUGE OF THE ROAD.

An important element, in the great question of connexion with other roads, is found in the selection of a suitable gauge.

While there is much diversity of opinion prevailing, as to the best width for railroad tracks, it is universally conceded that a continuity of the same gauge between points, however distant, engaged in railway traffic, is of the greatest importance. It has been estimated, by experienced managers of those roads, that a break of gauge, upon a line of considerable length, results in a disadvantage equivalent to a loss of 50 miles in lineal distance. However this may be, it is quite evident that a main trunk line should conform its gauge, so far as possible, to the lines whose business will pass over. Fortunately, for the convenient adoption of this policy by our company, the Pennsylvania Central, the Baltimore and Ohio, and the Virginia Central, have all adopted the same gauge, viz.: four feet eight and a half inches.

The Kentucky and Indiana, and Illinois roads are also the same. In carrying the gauge by one main stem, across Southern Ohio to Cincinnati, that city is connected by uniform gauge, with Philadelphia, Baltimore, Richmond, and Norfolk. Original packages of foreign goods can thus be placed in Cincinnati ware-rooms, without handling, damage, or delay. Returning, cars can place, upon tide-water, the grain of the West in bulk; and the meats and vegetables can be sent, in the best possible condition, to the market.

Of scarcely less importance will be the southern extension of the same gauge through Kentucky; and the western, through Indiana and Illinois.

While in the Central and Northern portions of Ohio, the general adoption of the four feet ten inch gauge would have rendered any departure inconvenient and troublsome; the interests of Southern Ohio seem, most imperatively, to demand a conformity, in this respect, to the policy already marked out by all the eastern, western, and southern thoroughfares which are thus to be united to each other, and whose business is thus urgently invited over one main trunk, through our borders. In the adoption of the four feet eight and a half inch gauge, the Directors feel confident that an inducement is thereby held out to all connecting lines of the same gauge, that will not be disregarded.

The bridging of the Ohio river has been regarded as an obstacle in the way of securing a perfect railway connection with the sea-board cities—the inconvenience of passing trains by ferriage amounting, practically, to a break of gauge.

So far as a connection of our line with Philadelphia, through the Hempfield road, is concerned, the difficulty is relieved, in the opinion of its distinguished builder, by the entire practicability of using, with a slight additional cost, the present structure of the Belmont and Wheeling Bridge company, at the eastern terminus of the road.

Several excellent bridge sites are commanded upon the routes offered for a Baltimore connection, requiring only the necessary legislation from the State of Virginia to secure, at reasonable cost, a passage over the stream, of sufficient hight to admit of unrestricted navigation at any stage of water.

The same facilities are found for crossing the Virginia and Kentucky lines, upon which an unbroken gauge will be extended into those States.

It cannot be supposed that necessary legislation will be withheld, when their own State works, and the interest of their citizens, are so deeply concerned and involved.

A connection with the Indiana and Illinois system of railways, upon a uniform gauge, will be obtained, either through Dayton, Hamilton, or the City of Cincinnati.

The only inconvenience resulting from this policy is found in crossing the Scioto and Hocking Valley, the Hillsborough and the Little Miami Railways, of different gauges from our own. The two latter are so near the Western terminus as to occasion little difficulty or loss of business: the former has agreed to accomodate the business passing over its line from Kentucky with a third rail,

so as to form a uniform gauge with the Kentucky roads.

Our enterprise has, thus far, steadily advanced, from small beginnings, meeting opposition, it is true—often of the most violent and unrelenting character—but, in every instance, triumphing over the obstacles designed to retard its progress; and it has now acquired a solid basis of credit, and a hold upon public confidence, enjoyed by but few similar works.

The early completion of the seventy-seven miles—embracing so large a division of the entire line—its construction in the most permanent manner, free from short curvatures, or high grades—capable of the swiftest speed with entire safety—with a rail and road-bed securing the greatest degree of comfort and ease to the traveler—is an event most gratifying to those whose money and efforts have been so freely put forth for its accomplishment, and may well inspire courage and hope for tne future.

By order of the Board.

William P. Cutler, President.

This Report is somewhat lengthy, and occupies considerable space in our columns; but we found it of such a nature that it would not admit of abridgement without marring its perspicuity, so we give it entire; and can only add that we are pleased to learn the promising state of its prospects, and that it will be completed at an early day.

Iowa Central Air-Line Railroad.—We learn from the Ammona *News* that Jones Co., Iowa, has just voted to subscribe $80,000 stock to the above road. Linn county voted a short time since to subscribe $200,000, and $120,000 more have been taken by responsible individuals in that part of the State, making $400,000 already subscribed. Jackson Co., it is understood, will subscribe very considerably to the stock.

This road is an extension of the Chicago, St. Charles and Mississippi Air Line. It is intended to have it finished to Cedar river at the earliest practicable moment. It is in the hands of energetic men, and no efforts will be spared to effect so desirable an object.

Two Steamers for the Amazon.—The "Star of the East," about to sail for Para, takes out in sections two small steamers, with the machinery, boilers, &c., of about 70 or 80 tons each. They are to be put together in Para and to go up the Amazon to its Peruvian tributary. They are built here for the Peruvian Government, and a Peruvian officer goes out with them. They are brought mainly for exploration rather than for commerce.—*N. Y. Express.*

Rock River Valley Union Railroad.—The directors of this road intend to complete it to Fort Atkinson by the fall of 1854. It is a continuation, in Wisconsin, of the Illinois and Wisconsin Railroad.

Marine Memoranda of Lightning.—Thunder and lightning storms, the present year, have been fearfully active on the sea as well as on the land. Two ships and their cargoes, and also a sloop, have been wholly destroyed by lightning, and a ship loaded with cotton set on fire, and narrowly escaped destruction. There are, dovbtless, many vessels destroyed by lightning that go down in the deep and are heard of no more. The New York *Herald* gives a list of 24 vessels which have been struck by lightning during the present year, and all more or less injured. It is said that in no instance has there been loss of life in a building or vessel provided with metalic lightning conductors; while iron ships, iron buildings, steamers, and steamboats, all afford protection against lightning, and there is not to be found a case of loss of life by lightning in an iron ship, iron building, steamer, or steamboat.

Richmond and Petersburg Railroad.—We are gratified to learn that the Board of Directors of this Company held a meeting on Thursday, and resolved to contract with Joseph R. Anderson, Esq., for eleven hundred tons of T rails, in addition to six hundred tons contracted for at their last meeting—making in all seventeen hundred tons, to be furnished by the Tredegar Works of this city. This, too, is in addition to three hundred and twenty-seven tons of English rails already purchased—making two thousand and twenty-seven tons in all—a quantity sufficient to re-lay the main track between Richmond and Petersburg, and also the Port Walthall Branch Road. The work of laying down this superior rail will be commenced at once. *Richmond Times.*

☞We notice the purchase of 8,000 tons iron rails, by Messrs. Winslow, Lanier & Co., for the New Orleans, Opelousas, and Great Western Railroad Company. This road commences on the bank of the Mississippi, opposite New Orleans, and runs in a northwesterly direction to Washington, about 160 miles. The entire line is under contract for graduation and masonry, all the rails purchased, and will be completed and in full operation next year. Some twenty miles of it are already completed. This is an important work to the city of New Orleans and the region it traverses. It gives a direct communication with New Orleans to the most productive sugar and cotton regions of the south.

☞The Nashville and Chattanooga Road is nearly completed, in its whole length of 151 miles. About 18 miles on the Chattanooga end have recently been opened, reducing the steamboat navigation on the Tennessee river to 10 or 15 miles. Much difficulty has been encountered in securing a road-bed along the base of the mountain, near this point, owing to repeated land-slides; but we learn from the President of the Company, that this drawback to final completion has been overcome.

Arkansas Railroad Subscription Carried.—We learn from a friend just returned from Arkansas that St. Francis county has signified by a large majority her willingness to make a county subscription of $100,000 to the Central Railroad. At the Wittsburg precinct there were 70 against to 5 for it.

Rain in the United States.—A paper submitted to the Association for the Advancement of Science, by Professor Blodget, of the Smithsonian Institute, states the following interesting facts:

The portion of the Continent east of the Rocky Mountains differs essentially from the western portions, and from Europe, in regard to the distribution and amount of rain. Its fall is symmetrical and general, not irregular and local.

The actual amount of rain annually falling is greater in low countries, and decreases with the elevation.

It is greater in the Mississippi valley than on the Atlantic coast in the same latitudes by about one-eighth.

The law of distribution is deduced as one of regular decrease in amount with decrease in temperature, whether that decrease of temperature is due to increased elevation or higher latitude.

The sources of supply of moisture are considered as lying beyond the surface of the atmosphere.

☞The Congress Library was to be in order for opening by Tuesday, the 23d inst., when the public will be admitted to one of the most gorgeous and beautiful halls in the world.—At first view of this enchanting room thousands will experience, as we did, a glow of delight, not unmixed with something of a selfish sentiment of congratulation that as citizens of Washington we are endowed with so great a privilege as this library affords. Glorious, however, as the library will appear at its opening next week, it will be small in comparison with the library under its perfected plan. North and south of it, two considerable additions are to be made, on precisely a uniform plan of arrangement and decoration, by which the hall will be nearly double its present length.

We understand that about three fourths of the books composing the former library have been restored from Europe, and at prices considerably lower than the previous cost, whilst in many cases the editions are better and the books are in better binding.—*Nat. Int.*

☞The New York papers state that the United States Government has purchased, for $530,000, the property in Wall street, next to the Custom House, at present occupied by the Bank of the State and the Bank of Commerce, for the purpose of an Assay Office under the Act of the last Congress. The property was bought within a few years at $187,000, and afterward resold to the present occupants at $240,000.

Coal-Burning Locomotives.—An agent of the New York and Erie Railroad is now in Schuylkill county, inquiring which is the best anthracite coal for railway engines. It may not be generally known that the Millholland engines on the Reading Railroad have proved, by long-continued experience, under very severe test, that anthracite coal is superior in economy and efficiency to all other kinds of fuel. About a third of all the working engines on that road are now burning this coal exclusively. Every new engine ordered is constructed for its use; and all old wood engines, when put up for extensive repairs, are altered to burn anthracite.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Akron Branch of Cleveland and Pittsburgh ..	.....		....		
Alabama and Tennessee	1st mortgage, convertible till 1872.....	7	1872	98	100
Alton and Springfield	.....	8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	90	95
Do do	Coupons. Not Taxed	6	1875	94	95
Do do	" "	6	1880	94	94½
Do do	"	7	1860	95¼	97
Do do	.....	6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	95	100
Chicago and Aurora	1st " "	7	1866	85	93
Cincinnati and Fort Wayne	.....		....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	127	130
Do do do	No mortgage, convertible	7	1855	127	130
Cleveland and Mahoning	.....		....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	105	106
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago	.....		....		
Columbus and Lake Erie	.....		....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	116	118
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	85	90
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	95	100
Dayton, Xenia and Belpre	.....		....		
Detroit and Pontiac	.....		....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua	.....		....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	86	88
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren	.....		....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	124	130
Do do do	" 3d " not convertible	6	1862	96	100
Greenville and Miami	.....		....		
Illinois Central	1st mortgage, not convertible	7	1875	100	101
Illinois and Wisconsin	.....	10	....		
Indiana Central	1st mortgage, convertible	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	106	106½
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	93	95
Do do	2d " "	7	....	85	87
La Crosse and Milwaukie	.....		....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	93	95
Lexington and Big Sandy	.....		....		
Lexington and Danville	.....		....		
Little Miami	No mortgage, convertible 1852–4	7	1858–61	120	122
Do	" " till 1855	7	1861	120	122
Louisville and Nashville	.....		....		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	95	97
Do do	2d " "	7	1866	94	97
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	102	103
Marietta and Cincinnati	1st " convertible	7	1868	94	95
Maysville and Big Sandy	.....		....		
Maysville and Lexington	1st mortgage, convertible	6	1870	87	90
Memphis and Charleston	.....		....		
Michigan Central	No mortgage, convertible	8	1860	109	110
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	104⅛	105
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio	.....		....		
Do do Paducah Branch	.....		....		
Nashville and Chattanooga	.....		....		
New Albany and Salem	mortgage on 1st section	10	1858–62	108	110
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	91	92
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅝	105
Do do	2d "		....	93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	100	101
Ohio and Pennsylvania	" "	7	1865–6	109	110
Do do	Income. No mortgage, convertible	7	1872	103	105
Ohio River and Wabash	.....		....		
Pacific, Mo	.....		....		
Panama	1st mortgage, convertible	7	1866	122	127
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley	.....		....		
Southwestern, Tennessee	.....		....		
Sangamon and Morgan, or Great Western	.....		....		
Springfield and Columbus	.....		....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	.....		....		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "		....		
Vicksburg, Brandon and Jackson	.....		....		
Virginia Central	.....		....		

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Akron Branch of Clevel'd & Pittsb'h..			
Baltimore and Ohio	100	63	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	98	100
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line ..		125	130
Central Military Tract			
Chicago and Rock Island		97	100
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago...			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	114½	115
Cincinnati, Indianapolis and Chicago..			
Cincinnati, Logansport and Chicago ...			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	131	133
Cleveland, Medina and Tuscarawas...			
Cleveland, Painesville and Ashtabula.	100	137	140
Cleveland and Pittsburgh	50	93	95
Cleveland and Mahoning			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	116	118
Covington and Lexington	50	74	76
Covington and Ohio, Va			
Dayton and Michigan	50	57	65
Dayton and Western	50	80	90
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	72	75
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo			
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	135	137
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	69	72
Illinois Central	100	128	130
Illinois and Wisconsin			
Indiana Central	50	88	90
Do do 10 per cent	50	91	93
Indianapolis and Bellefontaine	25	103	106
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	100	110
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	96	101
Madison and Indianapolis		85	87
Marietta and Cincinnati	50	74	90
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	111
Michigan Southern		120	122
Milwaukie and Mississippi			
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	73	74
Northern Indiana		118	120
Ohio Central	50	95	100
Ohio and Indiana			
Ohio and Mississippi	50	93	95
Ohio and Pennsylvania		90	100
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		110	112
Parkersburg, or Northwestern Va			
Pennsylvania	50	98	100
Peru and Indianapolis	25	68	70
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		107⅛	108⅛
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	150
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus			

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109¼	110
Do	6	1862	116¾	117
Do	6	1867	121	122
Do	6	1868	121	122
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847	90	98
Do do Internal Impt.		1847	91	92
Do Interest do		....	61	62
Indiana	5	....	98	99
Do	2½	....	55	56
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¼
Do 15 years	6	....	108	109
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	109	110
Do	6	1870	115½	117
Do	6	1875	118	120
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	1870	95	96
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	94
Cincinnati	6	1860	103½	104
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	98
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	103	104
Do	5	1890	105	107
Philadelphia	6	1876–90	105	106
Pittsburgh	6	1869–71	99	100¼
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89¼	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	103
Lafayette, Cincinnati, (closing)		
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	117¾	118
Southern, and Branches	103	106
Bank of Louisville	116¾	118
Kentucky Trust Co	101	102
Farmers' Bank of Kentucky	105	107
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½prem.
Do	90 days	int. & 1¼ off	——
Do	60 days	int. & 1 off	——
Do	30 days	interest off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	17 00	@	17 10
Patriot Doubloons	16 00	@	16 10
Sovereigns, light	4 85	@	4 88
Sovereigns, heavy	4 90	@	4 92
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 06	@	1 06½
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03½
Mexican Dollars	1 04	@	1 05
Five Franc pieces	96	@	97½

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$182	$184
80 acre warrants	91	93
40 acre warrants	45½	47

MONETARY.

The Money Market at the East has been characterized during the past week by a much easier feeling. Money is more plenty, fully equal to the demand. The Banks are discounting freely to the extent of their means.—Call Loans are easy at 7 per cent. Street rates from 8@10 per cent. for prime paper, while less known names range from 12@15 per cent. Confidence seems restored among capitalists, and long prime paper is more current. Every indication now tends to show more ease in the money market for the next few months. The war-feeling which has so long agitated the public mind has subsided, it being generally conceded that there will be no war. This restored confidence in the English market has had a beneficial effect upon the market here. Foreign Exchange rates from 108@109 for produce bills, and 109¼ to 109½ for the best names.

The change in the Money Market has had a beneficial effect upon Stocks, some of which advanced very rapidly during the early part of the week, but toward the close the demand was less active, though giving evidence of much better feeling. Our quotations, made up of Eastern sales, will show the change that has taken place.

Government Stocks are still in demand. The amount purchased by the Treasury Department for three weeks, ending Saturday the 20th ult., was $1,100,000, of which $626.000 bore a premium of 21 per cent.

Secretary Guthrie has issued the following circular:

TREASURY DEPARTMENT, Monday, Aug. 23, 1853.

Notice is hereby given to the holders of the Six per cent. Stocks of the Loan authorized by the Act of April 15, 1842, and redeemable 31st September, 1862, and also to the holders of the Six per cent. Stocks of the Loan authorized by the Act of July 18, 1846, redeemable 12th November, 1856, that this Department is prepared to purchase, at any time between the date hereof and the 1st day of December next, to the extent of two millions of said stock, in the manner and on the terms hereinafter mentioned, to-wit: In case of any contingent competition within the amount stated, preference will be given in the order of time in which the said stocks of either kind may be offered. The certificates duly assigned to the United States must be transmitted to this Department, upon the receipt whereof, a price will be paid compounded of the following particulars: First, The par value or amount specified in each certificate. Second, A premium of 16 per cent. on the stocks of 1842, redeemable in 1862, or a premium, as the case may be, of eight and one half per cent. on the Stocks of 1846, redeemable in 1856. Third, Interest on the par of the certificate from the first of July, with the allowance for the money to reach the owner, or one day's interest in addition.—Payments for said Stocks will be made in drafts on the Treasury of the United States, or the Assistant Treasurer at Boston, New York, or Philadelphia, as the parties may direct.

JAMES GUTHRIE, Sec. of the Treasury.

The city of Boston has just effected a loan through Messrs. Barring, Brothers & Co., of London, of £120,000 sterling, payable in 35 years, at the rate of 4½ per cent. per annum, semi-annually.

At the West the supply of Money has somewhat increased during the past week, causing more ease in the market. The Banks have enlargad their discounts slightly. The outside rates are from 9@12 per cent., the latter the prevailing rate. Exchange upon the East we continue at our former quotations, with an increased firmness.

The Stock Market is very quiet, but little transpiring. We have no sales to notice.

Developments in relation to the theft of the Ohio State Stock bills have been made, by which it appears that a man named Lamb, in the employment of the Engraver, was the guilty party, but by whom they were filled up and uttered, or the amount put in circulation, has no t yet been ascertained. This discovery removes all suspicion from the Auditor or his clerks. Further investigations are being made, but nothing further has yet been made public.

Land Warrants we quote at a slight advance, though not in so much demand as heretofore.

SOUTHWESTERN RAILROAD, TENN.

The location of the Southwestern Railroad is progressing steadily. From the southern terminus the Engineers are within 12 miles of McMinnville, and in all probability the location will be completed near that place by the first of September.

The annual meeting of the Stockholders of the Company was held at Livingston, Overton county, Tennessee, on the 8th day of August last, for the purpose of electing 15 Directors for the ensuing year; the following gentlemen were elected:

For White County.—Wm. Bosson, J. W. Simpson, Joab Hill, Jos. Snodgrass, S. H. Colms, W. P. Goodbar, John B. Rodgers.

Jackson County.—D. W. Hawes.

Overton County.—A Cullom, J. D. Goodpasture, T. F. Bates, S. McHenry, E. N. Cullom, J. M. Goodbar, and P. M. Armstrong.

Col. Wm. Bosson, was elected President, and has entered upon the active duties of his office. W. W. Moore, Esq., was elected Secretary, and Joesph Snodgrass, Treasurer.

We are pleased to see that the stockholders have made so judicious a selection for President. We know Mr. Bosson well. He has visited our city on several occasions on the business of this road, and his promptness and business tact evidenced on these occasions, clearly domonstrate to us that this important branch in fhe great southern connection of Cincinnati will not be allowed to linger.

NEW RAILWAY PROJECTS. — The Dayton *Journal* speaks of a letter just received there from a gentleman connected with their railways, who is now in New York, which communicates intelligence of vital importance to new railway enterprises. It is, that the capitalists in New York have determined to "shut down" on all new projects in the West.—This has been induced by the great number of new schemes in the West, many of which, they think, can not be productive.

THE LOST ARTS.

The following, from the Boston *Traveler*, is an abstract of an interesting Lecture delivered before the Boston Mercantile Library Association, by WENDELL PHILLIPS:

Every antiquarian knows that scattered up and down ancient history, there are accounts of strange things done by the mechanics of olden time. Many of these we find described in the writings of Herodotus, who lived 400 years B. C., and so wonderful are some of the things that are described, that he is often known by the name of the Father of Lies.—But Champollion and Dr. Young have lifted up the veil, and given repeated proofs of the truth of many of Herodotus' assertions.

It will only be possible to touch upon a few points, such as glass, metals, and the mechanic arts.

Glass is one of those articles which are most useful in common life, and in some of its forms has extended indefinitely the range of scientific inquiry. Did the ancients know any thing of the use of this article? Seventy years ago a learned Neapolitan wrote a great volume to prove that the ancients had no glass. Shortly after, a laborer in Pompeii broke into a room, filled with glass in many shapes. The ancients, it appears, far exceeded us in some respects, for we read of malleable glass, that could be hammered; and of a man who, in presenting a beautiful glass vase to a Roman Emperor, dropped it, thereby causing it to bend; he took a hammer and reduced it again to its proper shape.

They had a perfection in the art of coloring glass that we have not been able to attain; and one writer tells of a funeral hall broken into, where banqueting tables had been set for 2,000 years, covered with numerous articles of glass, inlaid with gold, with colors struck through with the richness of Raphael, beyond any thing we know. There is in the old windows of Europe glass which has been broken and pieced by later artists, who have endeavored in vain to imitate the perfection of the older work. In the Roman Catholic Cathedral in Genoa was a large vase, said to have been brought by the Queen of Sheba to Solomon, and subsequently used at the Lord's Supper, composed of a single emerald. It was deemed a crime for any but the priest to touch it; and in 1776 a Frenchman was imprisoned seven or eight years for attempting to test it with a diamond. The Jews, at one time of government need, offered a loan of several million florins on the security of that vase, but it was refused. But when it fell into the hands of Napoleon the Great, his savans decided, after close testing, that it was Egyptian glass of great antiquity; and of its workmanship nothing need be said, since it deceived even the Jews.

Did they know aught of the telescope or microscope? Some authorities say that the Hebrews were acquainted with the roundness of the world, while the Hindoos knew of the precession of the equinoxes. This they could not have ascertained without telescopes.—The theater of Rome was capable of containing 80,000 persons around its great central arena, where the gladiatorial shows and naval fights took place. The imperial box was at one end—and Pliny says Nero had a circle with a gem in it peculiarly shaped, by which he could criticise the performers; if so, he had a single opera glass. In the museums of the Old World there are four or five thousand antique gems carved, and you have to use a glass to look at the fine lines carved on them. One, which is supposed to be the signet ring of Cheops, 2,000 years old, has upon it carved lines which can not be properly appreciated without a microscope; and so, how could it have been engraved without a microsaope?

Color is a great test of chemical art, and of all the Egyptian colors green only has faded. Now this is what is wanted in our times.—The colors of Sir Joshua Reynolds and of Raphael grow dim in the course of time; but enter the vault of Nero, and from the arabesque designs on the ceiling flash back brilliant hues of purple and crimson, and many an antique painted relic, such as portraits of queens believed to have been painted in ancient days, have a freshness that outlives the compositions of the present day.

Of metals. Their use and moulding was one of the earliest triumphs of chemistry.—Some learned men, in translating, say that Moses made the people drink the golden calf; while the chemists of our day tell us they have no means of making gold liquid except by acids or by heat, neither of which would give it a form which we would be pleased to drink.

The Roman walls were built without mortar, and yet so nicely joined that you could not get a pen-knife between them. One of the obelisks that was taken to France was worked upon by an engraver for three weeks, and after spoiling several cases of his best tools, he could only engrave two lines.—These would imply instruments superior to our own. If Champollion can be trusted, the Damascus blades of the crusading times can not be rivaled. They could be bent double without breaking. Allusions to the cold blast may be found in the Hindoo writings of 700 years ago, where it is said that a chieftain who had no sword, and was waiting for one to be forged, grew so impatient that he seized it from the anvil while red hot, and rushed up a mountain side to join the fray, when the cold air tempered it before he met the foe.—Every one who has read Sir Walter Scott's works, knows of a description of a banquet meeting between Richard Cœur de Lion and Saladin, where each tested the character of his weapon; Richard cut an iron bar at a blow, but Saladin severed a light cushion at a touch, and throwing up a handkerchief so light that it floated away on the air, drew his blade across it without any disturbance of its easy motion, dividing it in two pieces.

In the mechanic arts. When we look upon the immense masses of the ruins of Carnac, upon the Pyramids, and find a power to move such blocks wanting in our day, we are led to infer that the ancients possessed great mechanical contrivances. What was that means by which the great porphyry blocks were conveyed from the quarries into Thebes—but one of which, and that the smallest, did the Roman conquerors, in later times, find it possible, with all their appliances, to remove to Rome.

Arago says the ancients used steam—he has seen on a painted ring the picture of a boat with paddles, which must have been propelled either by hydrostatics or steam; and it is well known that the ancient Egyptian priests used steam to perform miracles. The priests were men of science, and jealously kept it in their own privileged order, as the basis of their influence; so that, when Cambyses the Persian conqueror thundered over Egypt and crushed out the priesthood, the science that built the pyramids and piled giant masses of stone, and performed other equally wonderful feats, was lost with them. There is now in that country a canal choked up with sand, many miles long, forty feet deep, and wide enough for two war galleys to ride abreast; £100,000 would put it in complete repair; Herodotus tells us it was built by Sesostris, the cotemporary of Moses.

The very ancient cities, for fear of pirates, were built inland. Thebes was 30 miles inland, and a good distance from its quarries. Extending from the quarries to the city and port, we find solid blocks of stone, laid on a level, which ancient writers tell us were used as roads, and here we have the first principle of the modern railroads. Along this stone level, parallel grooves were cut, and here we have the second principle of the railroad.—Stephens, in his recent travels in Central America, found there just such levels, with the remains of iron or other metals set in the grooves, and here we have the third principle.

Braham's celebrated lock, we are told, was partially copied from pictures of Egyptian locks in use three thousand years ago.

Many of us may have heard of the magicians who came before the monarchs of Delhi, and performed seven wonderful feats, and we can not doubt the truth of the narration, for six of those tricks, travelers tell us may be seen to-day for a guinea on the banks of the Ganges, the Hindoo jugglers willingly performing them for a compensation. The seventh feat, which is lost, was this: at midnight a mighty ball of fire was suspended over Delhi, and such a brilliant light flashed downward from it that men walked as securely through the streets of the city as at noonday.

Mr. P. concluded by saying that the glory of modern art was, that it was not the property of a privileged few, like ancient science, but poured out its benefits freely upon the universal brotherhood of man.

GUM FROM STARCH.—The *Annals of Science* gives the following as the process of manufacturing the gum that is used for sticking letter stamps:

Take wheat starch (not corn) and pulverize it thoroughly, so as to make it as fine as possible; place this in a clean iron vessel over hot coals, sufficient to raise the temperature to about 400 degrees Fahrenheit, and stir the starch to prevent its burning or adhering to the iron vessel. In a very few minutes it will be seen that the starch has become of a very light grey color, resembling in appearance powdered slippery elm, or pulvis Ipecacuanha. The process is now completed, and the prepared substance may be put up in jars for future use. This substance is called by chemists Leicome.

To make this gum or paste, mix this powder intimately with water, and raise the temperature to a boiling point. The mixture then becomes semi-transparent, and is fit for use. It is much more adhesive than any of the gums.

☞ The New Orleans correspondent of the Natchez *Mirror* says that the cotton crop this year will reach 3,300,000 bales. The sugar crop last year, it is now ascertained, exceeded 300,000 hhds., and this year the crop is still larger.

CHANTICLEERING.

G. W. Kendall, of the New Orleans *Picayune*, writes from Paris as follows:

I feel a disposition to crow this morning.—Do not our clippers outsail them all, our steamers outrun them all, our Colt's revolvers outshoot them all, and our thrashing machines out thrash them all, or thrash them all out if you will? If a man on this side wishes to keep his throat moist, does he not swallow an American julep, cobbler or cocktail? If he wishes to keep his feet dry, does he not wear an American over-shoe? If he wishes to keep his blood purified, does he not use American sarsaparilla *and* pills? If he wishes to keep ahead on the road, does he not buy an American trotter? If he wishes to keep warm, does he not procure an American stove? If he wishes to keep his money and effects safe, does he not purchase one of Hobbs' American locks? If he wishes to keep himself and family from want or starvation, does he not go to America, or turn his eyes and thoughts in that direction? I tell you that I feel Chapmanish this morning—I repeat that I have a desire to crow, and lustily, over the handiwork and advantages of my own countrymen.

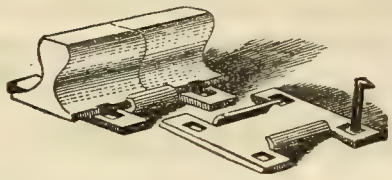
Are not American authors now more read than any others on this side? Certainly.—Where does the Englishman obtain a knowledge of his own vernacular? From Noah Webster and Lindley Murray, to be sure, for the dictionary of the one and the grammar of the other have crowded almost every thing else from the schools where the language is taught in its purity. In history, and law, and theology, are not our authors considered among the first? do not Prescott, and Story, and Channing occupy the front rank. And in poetry, fiction and sculpture, do we not take precedence? Are not the works of Bryant, Hawthorne, Longfellow, Poe, Cooper, and Power, and a host of others held in highest reverence in the old world! Let us all crow!

Extensive Gas Works.—The St. Louis Gas Light Company are now constructing gas works which will be more extensive than any in the United States, excepting those of Philadelphia, which they design to equal.—The works are to be built in a flat of Chouteau's pond, at the intersection of Clark avenue and Ulrici street. The gas holder will be 150 feet in diameter, and from 20 to 30 feet in depth, and will hold one million cubic feet of gas. It is expected that the new works will be completed by the 1st of February next.

Illinois Central Railroad at Cairo. The work of laying the track of the Central Road in the vicinity of Cairo is progressing rapidly. A locomotive for the road was received at that point a few weeks since, and is now in operation carrying out ties and rails. The track of the road is to come down to the intersection of the two rivers, and circle in each direction entirely around the town.—This, however, will not be accomplished before the 1st of next January, the levees not yet being entirely finished. A large number of hands are constantly employed upon it, and when completed, the embankment will cost not less than two millions of dollars.—*Alton Telegraph.*

Belleville and Cairo Railroad.—We perceive that the Commissioners, named in the charter of the Belleville and Murphysboro' Railroad Company, give notice in the Belleville *Advocate*, that a meeting will be held in Belleville on the 15th instant, for the purpose of organizing said Company. The road is projected through a most fertile tract of country, well adapted to the construction of railroads, and when completed will afford at Cairo a fine outlet of the products of St. Clair, Monroe, Randolph, Perry and Jackson counties.—*Ex.*

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

OFFICE OHIO & MISSISSIPPI R. R. CO.,
CINCINNATI, AUG. 6, 1853.

Notice is hereby given that in pursuance of a resolution of the Board of Directors of the Ohio and Mississippi Railroad Co., an instalment of five dollars on each share will be payable on the 6th day of October next, being the 6th instalment.

By order of the Board.

au25 H. H. GOODMAN, Secretary.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES.

THE subscribers are manufacturing Railroad Spikes of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.

Pittsburgh, Pa., August 15, 1853.—au18-3*

Office Cin., Ham. & Dayton R. R. Co.,
CINCINNATI, Aug. 9, 1853.

THE Directors of this Company have this day declared a dividend of Five per cent. on their capital stock, payable to the stockholders registered in Cincinnati on demand; and to those registered in New York, on and after the 25th inst., at the office of the Ohio Life Insurance and Trust Co., in New York. FRANK S. BOND,

au18-1* Secretary.

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.

au18-3*

CARDS.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.

July 7th†.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.

No. 64 Second St., one door west of Broad. jy
†mr10

BANKERS AND BROKERS.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.

Collections made on all the principal cities of the Union

WESTERN BANK,
CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

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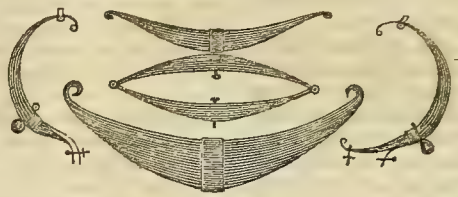
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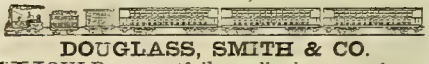
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Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

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And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

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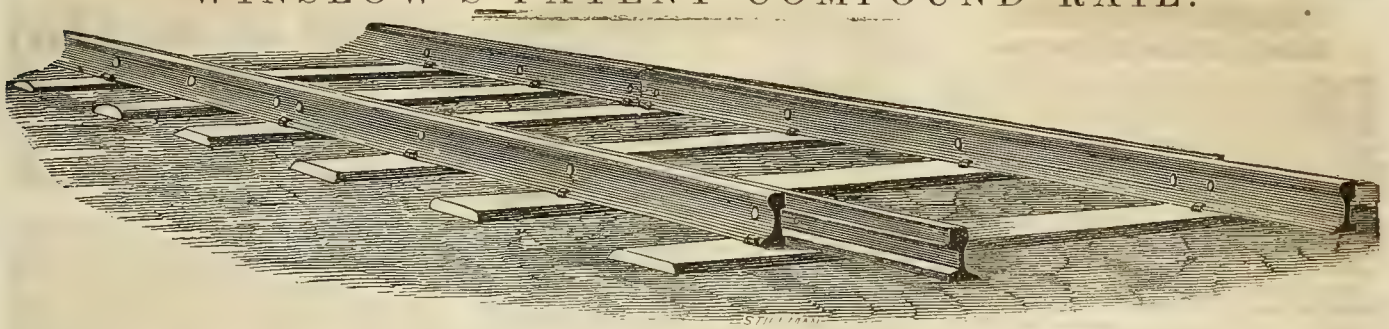
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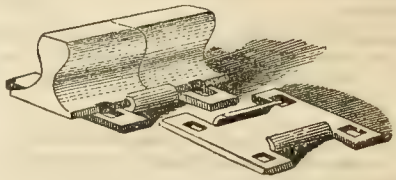
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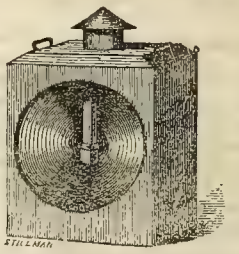
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THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst., for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

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MORTON, SEYMOUR & CO.

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A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
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RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

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THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

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10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
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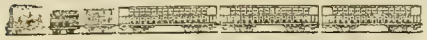
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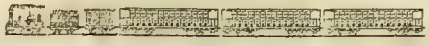
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Journal of Commerce, Banking, Manufactures, and Statistics.

No. 28. CINCINNATI, THURSDAY, SEPTEMBER 8, 1853. Vol. .1

THE

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E. D. MANSFIELD, EDITOR.
For TERMS and list of Agents, see last column last page.

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THE RAILROAD AND ROUTE BOOK.

☞ RAILROAD OFFICERS, SUPERINTENDENTS, and others in charge of lines of Roads throughout the South and West, now completed, or which may be completed and running within the ensuing three months, will confer a favor by sending to this office, without delay, information upon the following points, viz.:

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Stations, with distances and fares.

They will thereby secure an insertion of their Roads in the next ISSUE of
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AMERICAN AND ENGLISH RAILWAYS.

The following article, from *Herapath's Journal*, in which a comparison between English and American railways and railway management is illustrated, will not, we trust, be uninteresting. It is very fairly written, and shows conclusively that in *profitable* railroad management we are far ahead of our English friends, however much we may be behind them in the particulars of safety, substantiality of construction, &c. It also demonstrates the peculiar feature of the American character, progression, as exemplified in our railroad management. In England it would be deemed almost impossible to put off or take up passengers except at some fixed station, where a full *staff* of employees were at hand. On our roads, on the contrary, our accommodation trains stop any where on the line, having their *staff* of employees constantly at hand on the train. They manage their roads without regard to expense; we with regard to little else than the saving of a few dollars.

The adoption of some of their *liberality* by ourselves, and some of our *economy* by themselves, would benefit us both.

At a time when a parliamentary committee is sitting on railway policy, it appears opportune to bring before shareholders whatever evidence is calculated to assist in arriving at correct conclusions. The position of railway administration in England at the present moment is this: it is assumed by railway directors to be perfect; its perfection is very much doubted by shareholders and the public. The former have an idea that every care is not taken for economy, the latter that every care is not taken for public safety. The directors claim implicit confidence in their management, on account of the purity of their motives; the shareholders think that every respect may be paid to motives, but that a salutary investigation may be made into the details of management. We have always upheld this principle, and acting upon it, we shall take advantage of an important public document just issued in the United States, to institute a comparison between English and American management. The extravagance of one line may be defended or palliated by the greater extravagance of another line; but the experience of a remote system may be accepted as impartial evidence, and it may better guide us in arriving at results. Here, a certain set of engineers have given the same general character to the railway system and management; the school of Stephenson has become the school of England, and there has been little disposition to authorize any thing which did not bear the stamp of legitimacy, as authoritatively imposed by the arbiters of railway expenditure. In the United States it has been different; there has not been that blind following of the high and mighty in engineering, and as there has not been a body of open-mouthed and open-pursed shareholders to draw upon, unlimited economy, and it may be said necessity, has in many cases been allowed to have some voice.—Hence we may expect to get some evidence which, though not arising from identical circumstances, may throw light on the case, or even, as being of a negative character, may determine the course of the investigation.

The documents before us are included in the report of Mr. McAlpine, the State Engineer of New York, in pursuance of a recent law that passed in 1850, and although the operation of the system of returns is not yet complete, a large mass of valuable statistical information is brought together, and the deductions are very carefully drawn. When we state that the length of railways embraced in these returns is between 1,800 and 2,000 miles, it will be seen the extent is ample for comparison. The circumstances, too, of New York State admit of a better comparison than those of other parts of America. The country is not throughout so thickly peopled as England; but there is a metropolitan population in New York city of 600,000, and there are many populous towns. There are districts approaching Scotland and Wales in population, and there are large seats of manufactures, and in some places an enormous transit trade. Thus there is great variety of character in the traffic conditions, in some cases approaching those of our wealthy and thriving districts, in others going as low as the poorest part of the Highlands or Welsh Mountains. Some might reject the comparison for these latter circumstances, but they are indeed those which claim most attention. In these islands, a total population of 30,000,000 have 7,000 miles of railway; in New York, a population of 3,000,000 have 2,000 miles of railway. This is a proposition not lightly to be set aside without investigation. In Ireland, 6,000,000 of people have one third of the length of railway possessed by half the population in New York, or one sixth the supply. The case of Scotland is generally better, the same population as New York having half the length of railway.

The passenger traffic on 1,900 miles of railway in 1852 was 7,440,653, and the number of miles run, 343,358,545, which gave an average mileage per passenger of 46 miles. In 1851 the average distance traveled by each passenger was 47 miles; so that from discrepances in the returns, some of the figures must be received with caution; but this may be taken as a fair average. This rate is far above the European standard, as the average rate in England and Belgium is only about

one half of the above. The American returns include little of what is known as short, or omnibus traffic, while from the great extent of the country, and the widely scattered population, for which railways afford the most convenient transit, the distance of the journeys is greater than here. The returns likewise include a large proportion of through emigrant traffic to the far West. The average suggests some interesting reflections—First, that the American traffic is not to such a great proportion as ours, intermediate; and secondly, that a railway system can be carried out where the average mileage of each passenger is 46 miles, as must be the case in some thinly peopled colonies and countries requiring great length of railway. This illustration will be found useful in reference to the Canadian railways, the traffic of which is little understood here.

The average speed of the passenger trains is given as 26½ miles per hour, but this seems to be the speed without stoppages. At any rate it is not a very high speed, but it is found suitable for a large proportion of the traffic. In this country the question has been little considered how far low speeds and cheap fares can be made to work profitably, except so far as the Irish lines are concerned, though there the tendency is toward increasing the speed. In New York, the emigrant traffic to Canada and the West is carried at very low rates, and it is contemplated to do the same on the great Canadian trunk.

The average number of passengers in a train is returned at 77.6; the number of trains per day being generally much less than in this country. The great endeavor in the United States is to give the public low fares, and the companies a low rate of expenditure, and every thing is directed upon these two principles, which are made to work together. By running a few trains, at reasonable speeds, and by attending to the construction of the carriages, much economy is obtained. The American carriage being, as is well known, on a larger scale than here, and allowing of internal communication, admits of being worked cheaper with respect to the staff, on the line and in the stations, and is effectively more convenient to the public than the English carriage. This is a subject well worthy of inquiry, as much of the economy of American railways depends upon it; but at present we can only briefly refer to it. The effect is to reduce the expenses of fixed stations, and to allow of passengers being worked from places where, on the English system, a station could not be maintained. Instead of a staff distributed over twenty stations, as here, the staff in America travels with the trains, and the stations, buildings, and equipments are consequently of a minor character. On the other hand, whenever it is desirable to set down or take up a large or small number of passengers at a given spot not usually worked to as a station, nothing is necessary but to stop the train, like an old stage coach, and the requisite station staff is forthcoming. There are many places where there is a market traffic once a week, for which a fixed station staff would be required on such occasions, and with the privilege of keeping their hands in their own pockets, and dipping into the pockets of the shareholders the greater part of the week, and which must in England be neglected or worked at a loss. Of course a staff proportional to the trains will nevertheless be at times in excess of the traffic, but by no means correspondent to a fixed station staff.

Railroads.

FORT WAYNE AND SOUTHERN RAILROAD.

Since the Directors of this Company have seen fit to change their plan as to a southern terminus, and carry the road through as an independent line to the Ohio river, (as given on page 244, No. 16, of the RECORD,) the said terminus has become a bone of contention between Louisville, Jeffersonville, and New Albany. The Directors, taking advantage of this feeling, have, as it were, put the terminus up at auction, to be knocked off to the highest bidder in the way of subscriptions, united to facilities of connection with other lines.

New Albany boldly bids $500,000; but then she has no southern connections to offer, and should the road be carried there, there it will terminate. Jeffersonville offers a corporation subscription of $200,000, and the right of way to the river bank, which right she refused to the Jeffersonville and Columbus Road, thus opening a connection with the roads centering at Louisville, divided only by the Ohio river. What Louisville will do, we have not yet learned. Perhaps she feels secure in the fact that it is only through her borders that a connection can be had with southern roads, and consequently holds back until the last moment.

This connection with Fort Wayne, and thence via the Toledo and Illinois Road, now under contract, to Toledo, will be of immense importance to Louisville, giving her a direct and an easy outlet upon lake Erie, which would fully counterbalance the effect of the New Albany and Sandusky Road in diverting trade, if it did not obviate the necessity of such a road entirely, inasmuch as the means of communication with the South and Southwest by rail lie directly through her limits, while such communication ceases abruptly at New Albany.

It may be urged in behalf of the termination at New Albany, that it will be below the Falls of the Ohio, where freight can be shipped south upon boats without the expense and detention of the canal. Granted; but the difference in travel over the road will more than compensate for this difference in transportation, and we should not be surprised if, by the time this road is completed, some remedy had been applied to this obstruction to the navigation of the Ohio that would render shipments as easy at Louisville as below.

We know nothing of the matter save what we glean from our exchanges, nor have we any interests to serve on either hand. But from what we can see, of ourselves, we can not but think that the interests of the road and of Louisville (consequently of Jeffersonville) are identical. How they can be separated without injury to both, if the road be built to terminate in that vicinity, we can not see.

The great object of all roads now is *continuity*; nor is this road an exception. This continuity would be broken abruptly at New Albany, while at Louisville it would extend in its various ramifications south, southeast, and southwest, almost indefinitely throughout these sections, and become a great thoroughfare to Southern travel going north and east, and vice versa.

Why the Directors hesitate, unless it be to secure the best possible bargain, is a mystery to us.

CLEVELAND AND TOLEDO RAILROAD.—This is a new name in the annals of railroads; though it is not a new road. The Junction Ohio, and the Toledo, Norwalk and Cleveland Roads were consolidated on the 1st, in accordance with previous arrangement, under the above name. The officers are as follows: Samuel F. Vinton, President, Gallipolis, O.; E. B. Litchfield, Secretary and Treasurer, New York. Directors — E. C. Litchfield, New York; John Stryker, Rome, N. Y.; Wm. Jarvis, Middletown, Ct.; E. Lane, Sandusky, O.; C. L. Boalt, Norwalk, Ohio.

The Junction Road is completed to Berea, on the Columbus and Cleveland Road, and will run over that portion of this road until the completion of its own line from that point to Cleveland. Passenger trains will be put on in the course of the week, thus opening a direct route from Cleveland to Sandusky.

Mr. Littlejohn, the Superintendent, is urging on the ballasting of the track, and intends to have the work done in such a manner as to allow the highest rate of speed over the road.

CINCINNATI, INDIANAPOLIS AND CHICAGO RAILROAD.—From the Indiana *American* we learn that the Ohio and Indiana divisions of this line have been permanently consolidated, making the entire line one interest and one stock.

Mr. Holland, recently elected President of the Indiana section, has resigned, and E. M. Gregory, Esq., a well known banker and capitalist of this city, has been elected President of the consolidated road. Large amounts of subscriptions in real estate have been made to the road. The road will now be permanently located, the right of way obtained, and let to contractors without delay.

Mr. Sprague, Engineer on the Indiana line, has also resigned, in order to leave the new President at liberty to make such selection of an Engineer as he may see fit.

From Mr. Gregory's well known energy and business talent we may look for a vigorous and unceasing prosecution of this work, which can not but be a remunerative one to the stockholders.

JACKSON AND ADRIAN ROAD.

In one of our recent issues we spoke of the construction of this road by the Michigan Southern Road as a tributary to their line.—We see by our Michigan exchanges that the Central Road, fearing the effects of such a connection, has taken steps, in self preservation, to prevent if possible its consummation.

The Jackson *Patriot* says: "During the past month, we have learned from reliable sources, that agents of the Central Road have purchased a strip of land reaching from Fitch's Lake to the Michigan Center Mill Pond, a distance of some two miles, for the express purpose of preventing, if possible, the construction of the Jackson Branch. This strip of land lies within five miles of the track of the Central Road, which that company claim, by a forced construction put upon its charter, that no railroad from the southern boundaries of the State can pass over, without their consent. That the Michigan Southern Company have certain rights under the charter of the Jackson Branch Railroad no one can doubt; and that they are prepared to defend them, is very apparent. We are informed by high authority, that the opposition of the Central Road will not retard the construction of the Jackson Branch."

From more recent exchanges we learn that this action of the Central Road Company has aroused the indignation of those interested in the proposed roads. Meetings have been held at a number of places, and resolutions strongly animadverting upon the action of the Central Road Company, in thus endeavoring to prevent the success of the new road, adopted.

One of these meetings was held at Jackson on the 20th ult., and was very numerously attended. Some very strong resolutions condemnatory of the policy of the Central Road were passed; also, equally spirited resolutions, showing a determination to complete the proposed road at all hazards.

The following somewhat retaliatory resolution was also unanimously carried, viz:

WHEREAS, We are informed and believe that the Michigan Central Railroad Company have in repeated instances violated different provisions of their charter in such a manner as to subject the Company to its immediate forfeiture. Therefore,

Resolved, That a committee of three be appointed to wait upon the Attorney General of the State, and request him to institute the necessary proceedings to enforce the forfeiture consequent upon such violation.

A permanent committee, called the "Central Committee" was appointed, with power to call meetings, and do such other acts as the furtherance of the objects of the meeting might call for. A committee was appointed to procure funds to secure the right of way, under direction of the "Central Committee."

The proceedings were then signed by the officers and published in the daily papers.

A similar meeting was held at Grand Rapids, at which large delegations were present. Equally spirited resolutions were adopted.

The Central Railroad Company base their opposition to the proposed route of the new road upon the following article in their charter:

"And no railroad or railroads from the eastern or southern boundary of the State, shall be built, constructed or maintained, or shall be authorized to be built, constructed or maintained, by or under any law of this State, any portion of which shall approach westwardly of Wayne county, within five miles of the line of said railroad as designated in this act, without the consent of said company; nor shall any railroad or railroads be so authorized or constructed, which shall commence within twenty miles of the city of Detroit, and extend to Lake Michigan, or the southern boundary line of the State, and the line of which shall, on an average, run within twenty miles of the main line of said Michigan Central Railroad."

"*Provided*, That this section shall not be construed to restrict or prevent the construction of public roads or canals, or *railroads*, or private ways, under, above, or across the road of said Company, when deemed expedient, but so as not unnecessarily to obstruct the same."

The friends of the new road relying upon the foregoing proviso also contained in the charter, deny that there is any thing therein to prohibit the building of the road from Jackson southwardly. Here the parties disagree; and this is the question to be decided. It would seem, however, that the friends of the new road do not intend to await a legal decision of the matter, as the following from the Jackson *Citizen* will show:

"We have the pleasure of announcing that the work on this end of the Jackson branch, was commenced last Monday morning.—About 100 hands entered the "disputed territory" and are digging their way through it with a vengeance. The road will soon be graded the five miles, the Central Co. to the contrary, notwithstanding. After the grading is done, the road will *probably* be pushed forward until its completion.

"But," says the Toledo *Republican*, "should the Central Company succeed in checking this and all other similar roads, it will be an instructive if not an interesting sight, to contemplate the situation of Jackson, Marshall, and the other towns along the line of the Central Railroad, absolutely walled in by the purchase by that monopoly of a strip of land around them which no man may cross, and compelled to pay unwilling tribute to a corporation that, in its past history, has proved itself almost unparalleled for arrogant and insolent bearing toward the public."

MISSISSIPPI CENTRAL RAILROAD. — We perceive from the proceedings of a meeting held at Medon, that the people of that vicinity are wide awake in railroad affairs, and that the county of Hardeman has resolved to raise $200,000, and Madison $100,000, in aid of this road.

DAYTON AND MICHIGAN RAILROAD.—At a meeting of the stockholders of this road at Dayton, it was finally agreed to adopt the route from Piqua to Sidney, thus obviating all difficulty heretofore experienced on the part of the citizens of Sidney, and opening the way to the early completion of the work.

SALOON CAR FOR THE HUDSON RIVER R. R. There *is* something new under the sun. Mr. French, superintendent of the Hudson River Railroad, has embodied an idea which can not fail to excite universal admiration. The "saloon car" is a most magnificent fixture—combining sociability and comfort to an extent never before approached in railroad arrangements. The body of the car is of the length, and nearly a foot wider than those in ordinary use. It has a hall on the right hand side, about three feet wide, out of which four saloons open, capable of containing eight persons each, and one for four persons. In the larger saloons are a sofa, five chairs, a center table, and a magnificent mirror; the paneling is beautifully ornamented with landscape and other paintings; the windows and blinds are especially adapted for ventilation, and for the exclusion of dust and cinders; and the whole is splendidly unique, neat, and spacious. In the forward part of the car is a wash room; in the rear, a snug little nook for the use and occupancy of a chamber maid.—It is just what was needed for family and other parties, who, in their journeyings, desire to be alone. This "saloon car" will, we are quite sure, be in great requisition. The fare will, of course, be more than in ordinary cars, because it contains fewer seats. But those who can appreciate comfort, and have the means to pay for it, will cheerfully submit to the additional tax. This car is intended as an experiment. Should it meet with patronage worthy of its comforts, Mr. French intends to have twenty more immediately constructed.

RAILROAD MEETING AT BRIGHTON.—The Alton *Telegraph* says: At a meeting of the inhabitants of Brighton, Ill., and its vicinity, held on Monday, the 18th ult., to take into consideration the propriety of inviting the Directors of the Belleville Railroad to extend their line northward to Brighton; the Chairman, DAVID NELSON, and Secretary, W. R. HEAD, were appointed to forward to the Belleville and Illinoistown Railroad Company, the following preamble and resolution adopted at said meeting:

Whereas, The Belleville and Illinoistown Railroad Company desire to extend their line in this direction; and *Whereas*, said Company have met with a decided opposition by the city of Alton, for its extension to that place: *Therefore*,

Resolved, That the citizens of Brighton invite the Belleville and Illinoistown Railroad Company to make their extension to this place, to connect with the Chicago and Mississippi Railroad.

DAYTON AND WESTERN ROAD.—We learn that E. F. Drake, Esq., President of the Dayton and Xenia Road, has been elected President of the Dayton and Western Road, being that portion of the road between Dayton and Indianapolis lying in the State of Ohio, and now in running order to Richmond.

LOUISVILLE AND COVINGTON RAILROAD COMPANY.—A large portion of this line is now under contract, and the work is rapidly progressing. This will be one of the most important roads centering at Cincinnati, over which an immense amount of travel must pass.

NEW ORLEANS AND PACIFIC RAILWAY.

We are indebted to a gentleman of New Orleans for a map of the proposed railway from that city to San Diego on the Pacific coast; and also for some information relative to the present condition and future prospects of that enterprise. In April, 1852, the New Orleans, Opelousas and Great Western Railroad Company was incorporated by the Legislature of Louisiana for the purpose of "constructing a railroad from Algiers, on the opposite bank of the Mississippi river from New Orleans, to a point on the Sabine river, most favorable for the purpose of constructing said road through the State of Texas to El Paso on the Rio Grande, and thence to the Pacific Ocean, the road to be made on such a scale as to serve for the main trunk of railway between New Orleans and the Pacific States." The whole distance between New Orleans and San Diego is estimated at 1610 miles, which may be divided into three sections. 1st—From New Orleans to Logansport, on the Sabine river, a distance of 340 miles, to be constructed under a charter from the State of Louisiana. 2d—From Logansport to El Paso, through Central Texas, a distance estimated at 704 miles, to be constructed under a charter from the State of Texas. 3d—From El Paso, through the Mexican Territory south of the Gila, via the Mesilla Valley to the Rio Colerado, and thence through Southern California to San Diego; the distance from El Paso to San Diego is estimated at 566 miles. On the Louisiana section the route has been located and the contracts let to the town of Washington, a distance of 173 miles, and sufficient subscriptions have been made to build and equip the road to that point, and leave a surplus of $1,000,000 with which to enter upon the extension of the road to the Sabine. This section is therefore set down as provided for. During the last session of the Texas Legislature a bill passed both houses incorporating a company to build the continuation of the Opelousas road into El Paso, and granting a certain number of acres of land for each mile of rail, as a bonus to encourage the completion of the road. By some accident this bill, it is stated, did not receive the signature of the Governor, and was consequently invalid; but the friends of the enterprise are confident that it will be renewed at the next session. The company who sought a charter from Texas was composed of planters, politicians, and capitalists from various sections of the country, principally the North and Southwestern States, and they are now urging on the survey of the route from the Sabine to El Paso, in anticipation of the meeting of the Legislature.

The death of ex-Governor Paine, of Vermont, imposed a temporary check upon the progress of that portion of the survey entrusted to his care, but his place has been supplied by General O. Clarke, of N. York. After obtaining a charter and a donation of land from Texas, it is asserted that the Texas section will be united with the Opelousas Road, so as to have the whole track from New Orleans to El Paso, a distance of 1,044 miles, under the contract of a single company; as has been done in the case of the Ohio and Mobile Railway. That New Orleans regards the Opelousas Road as the commencement of the Pacific Railway, is indicated both by the terms of the charter and by the tone of the press in that city. The present intention appears to be to lay before Congress at an early day, such charters, surveys, and subscription lists as will insure the construction of the road to El Paso, and then to call upon the Government to secure for them the right of way through Mexico, and to donate in aid of the road such an amount of public lands as may be sufficient to stimulate private capital-its to carry the work through Mexico to the Rio Colerado, a distance not much exceeding 420 miles. It is anticipated that a company would be organized in California to construct the section in that State, as soon as they would be certain of meeting a continuous track at the Colerado on to New Orleans.

Such, we are informed, is a fair exhibit of the present condition and future programme of the New Orleans, Opelousas and Great Western Railway. It is, apparently, a private enterprise, looking rather for the encouragement and protection of Government, than for its active participation; but as it lies so far south, and is partly out of our territory, it would scarcely appear to conflict with the construction by Goverment of a more northern route, should such route be found practicable and necessary. We give it as a mere matter of news, in connection with the rumors that have been recently set afloat relative to the instructions given to our Minister to Mexico. The question of a Pacific Railway should only be settled by the intrinsic merits of each route, and by its adaption to the wants of the whole country, and we have as yet but little information upon these subjects.—*Ex.*

Cahaba Valley Railroad, Ala.—From our exchanges we see that a sufficient amount having been paid in, this Company has been duly organized. The stockholders met at Sulphur Springs, St. Clair Co., on the 8th ult., and elected directors. The directors elected Alemeth Byers, President, John J. Thomason, Secretary, and Peyton Rowan, Treasurer.

The President was authorized by the Board to make arrangements with James H. Oliver, Esq., C. E., to make the preliminary survey of the road. A committee of consultation was appointed to meet a similar committee of the Wills Valley Road, to take into consideration the propriety of the consolida tion of the two roads.

We are pleased to see this railroad spirit thus abroad in the state of Alabama. There is no portion of our whole Union where railroads would do more to develope the resources of the country, and none where they will eventually pay better dividends. Let the good work go on, and Alabama will take a position among the leading States of the Confederacy.

Railroad Insurance.—The idea has been suggested of requiring all railroad companies to insure the lives of their passengers at a reasonable rate. On the London and Liverpool railway passengers can insure their lives for £1,500 sterling at three pence, for £1,000 at two pence, and at £500 at one penny.—This plan secures the greatest caution on the part of the directors and conductors of the road, by the necessity of guarding against pecuniary loss. It also affords some provision for distressed families in case of unavoidable accidents.

VERMONT CENTRAL RAILROAD.

The eighth report of this corporation has been published in pamphlet form. The total cost of the road, to July 1, 1853, is $8,072,-281.05. The Vermont and Canada, which is leased to the Central, at 8 per cent. interest, cost to the same date $1,350,000, and will probably require a further outlay of $50,000. The receipts of both roads for the year, were $682,437.67, and the expenditures $429,-865.42, leaving net earnings $252,573.25.—But the rent of the Vermont and Canada road, and interest on bonds being $313,634.50, a deficiency is met with for the year, of $61,-061.25. The assets of the corporation are ascertained to be, by estimate, $632,970.37, and the liabilities $476,169.64. The increase of earnings during the past year has been 33 per cent. over the previous year. By page 36 of the report, we find the following items have been included in the cost of the road, viz.:

Loss by Mr. Quincy	$295,205 46
Loss by Mr. Belknap	500,000 00
Loss on stocks	369,857 67
Interest to stockholders	294,261 08
Interest on loans	469,696 60
Discount on bonds	528,556 18
Total	$2,457,576 99

By deducting the first three items of the profit and loss account, amounting to $1,165,-063.13, the exhibit of the affairs of the Company will present a far different appearance. But it seems to be the determination of the Board to wipe off old scores, and commence anew. The report shows a very flourishing state of affairs, and the prospects of future earnings are exceedingly flattering.

The foreign commerce of Vermont is not extensive, being carried on mostly upon Lake Champlain. But the completion of her lines of railroad will add much to this trade hereafter.

On the first of January last, Vermont had 427 miles of railway in operation, and 50 miles in course of construction. The shipping owned by the State amounts to about 5,000 tons, 3,097 tons of which are navigated by steam. She has 27 banks, and her financial condition is sound and enviable.—She has no public debt. She looks after education sharply, and has 2,594 school districts, and nearly 100,000 scholars. She has 23 libraries, containing 35,000 volumes. The whole number of newspapers and periodicals published in Vermont in 1850 was 36.

Maysville and Newport Railroad.—From the Maysville *Eagle* we learn that C. B. Childe, Esq., Chief Engineer of the Maysville and Big Sandy Road, has commenced the survey of this route. He will first survey the ridge route from Maysville to Newport, and then return by way of the river route.—The survey will be completed in about two months.

PREVENTION OF RAILWAY ACCIDENTS.

In Prussia, every railway station, however small, and however near to the next, has telegraphic communication with it, to signal a clear line and no stoppage. A very simple plan is adopted. The wires are put into requisition as the train is either leaving or passing a station. The current operates on hammers, which strike large bells — the return current producing a like effect at the starting point—and although the train be at full speed, the sound is sufficiently loud for the guard to hear the bells, and to know there is no stoppage at the next station, where he may expect a similar signal for the succeeding one. Should he not hear the bells, then he knows he must stop, as the station-master has interrupted the return current. Now, although semaphore signals by day and lanterns by night are all very well, here is a signal which can not fail to act efficiently by day and night, and *in a fog*. There can be no mistake, and no pleading an incorrect signal as the cause of non-stoppage, for, if the bells are not heard the driver *must* stop. On German railways we never hear of accidents; they are almost impossible, the precautions taken are so ample and the attention so strictly military.— Five-and-twenty miles per hour is great traveling with them; and well it may be so considered, when five or six per hour was almost invariably their maximum speed prior to the introduction of the iron horses.— *Boston Post.*

On the English railroads, the conductor, at the starting of the train, receives from the hands of the proper officer a chronometer of the most finished construction; this chronometer is closed, and the conductor can not open it. When he arrives at the end of his route, he hands the chronometer to the officer appointed to receive it, who notes the time and compares it with the standard.

We never saw the value of a minute, says the New York *Evening Post*, more fearfully demonstrated than by the accident on the Providence Railroad. A single minute was all the time required to have taken the train beyond the switch, and to have saved the lives and limbs of all the victims of that unhappy casualty.

New Mode of Bending Timber.—A patent has been obtained for the bending of all kinds of timber by end pressure. The patentee, Mr. Thomas Blanchard, bends straight timber to all the required forms without abrading the capillary tubes of the wood. He confines the outside of each stick to its original length by end pressure, forcing the fibres into a new figure, without rupture, and retaining all the original strength of the wood; nor can these bent timbers be again straightened. The bending is performed while the vegetable albumen is softened, and thus, much of it must exude, improving the lasting properties of the wood. The invention is of undoubted advantage, especially in shipbuilding, both in strengthening the fabric, and reducing the cost. Whenever any part is required to be of a circular, curved, or oval form, this machine will produce the desired form from the straight stick of timber, no matter what may be the size of the stick to be used; and accomplishes this with great economy in time and expense.

FREMONT AND INDIANA RAILROAD.

We learn that this road is located between Fremont and Lima, and that portion between Findlay and Fremont is now constructing.— Every indication now is that the road will be pushed to an early completion.

The Hancock *Courier* says: "Mr. M. Shoemaker, one of the contractors, has been here and let the job for putting up the stone work for a railroad bridge, at this place, Findlay, across the Blanchard river. He tells us that the work has already been commenced along the line, under contracts, &c. This looks like the coming of the Cars and getting out of the woods for the people of Hancock. As soon as this road is built, we can go to Cincinnati on errands and back the same night to see our wives, (those who have any,) or to Sandusky City or Toledo and make contracts for grain or otherwise, and be home in good season the same day. Whoop! hurrah!!— Then here is another *grave* consideration for old maids and young ones, old bachelors and young ones, widows and widowers, to wit: how fine it will be for pleasure parties from the country or town to run down to the Lake on a bright morning, sail out on the sparkling waters, and then home again in a day, and how much more life and activity it will bring into the county, and—and—a-n-d, well every thing, &c. But leaving out of the account all these little things which go to make up the joys and pleasures of life, we regard this enterprise as the beginning of an eventful era in the growth and prosperity of the county, which will tell largely for the development of all its resources. Hurrah for the railroad!"

Crawfordsville, Frankfort, Kokomo, and Fort Wayne Railroad, is to be put under contract, by the 20th of October, from Crawfordsville to Frankfort and Kokomo.— This road, when completed and consolidated with the Evansville and Crawfordsville road, will form a continuous line from Fort Wayne, through the richest portion of the Wabash Valley to Evansville—passing through Frankfort, Rockville, Terre Haute, Vincennes, and Princeton—besides connecting great points, and making on the route valuable railroad connections. The great agricultural resources of the counties through which it runs, will make the freight business very heavy at Fort Wayne. It connects with the Valley Road to Toledo, and Southern Michigan and Northern Indiana to Sandusky city, both in progress of construction.

Broad Gauge Road.—The Akron, Ohio, *Standard*, announcing a subscription of $77,000 to this line, adds that arrangements have been made whereby, on condition of raising $23,000 more within twenty days, the location of this road through Akron, with a station at that place, is secured.

OAKLAND AND OTTAWA RAILROAD.

The Detroit *Tribune* says that the President of the Oakland and Ottawa Railroad has succeeded in negotiating the bonds of that Company in England, and has obtained means to prosecute the work with vigor and without delay.

"Mr. Stewart is now on his way home and will be in Detroit within the next ten or twelve days. We are further informed that immediately on his return the Ottawa Company will commence digging and prosecuting the construction of their road as fast as means and men can do it." The iron for this road is bought—the right of way for most of the route is secured, and the contract for its construction entered into. These things make the ultimate completion of the road certain. The necessary stock has been taken, and we are informed that the laborers to build the road will, in a few days, be at work at different points along its line.

Important benefits to the interests of the State, will result from this enterprise. The price of real estate will be enhanced in proportion as it lessens or renders certain the transportation of produce. Already, at no greater distance from us than Fentonville, the prospect for the building of the road, has raised the price of real estate. So it will along its route from that point to Lake Michgan. The fertile lands of Central Michigan will be made to yield abundant and prolific crops. Wealth will rapidly increase, and in a few years the counties crossed by the Oakland and Ottawa Road will be the richest and most productive in the State.—*Pontiac Jacksonian.*

New Albany and Cincinnati Railroad. We learn that the directors of this road assembled at Patriot on yesterday. In view of the fact that New Albany had pledged herself to raise a half million dollars for the Fort Wayne Road, the directors from that city did not feel authorized to make any pledges of extensive subscriptions of stock there, and therefore did not feel willing to participate in an organization of the company. The directors from Vevay, feeling that without the cooperation of New Albany, nothing could be done, also declined to go into an organization. The consequence was, that the board separated without organizing.

English and American Railroad Iron.— On the section of the Hudson River Railroad near New York, one track is laid with American and the other with English Iron. The American iron has been in use several years longer than the English, and is scarcely worn at all, while the English iron will have to be replaced in a year or two. At the outset the American iron cost the most money, but had it cost twice as much, it would prove the cheapest in the end.

☞ The Galena *Jeffersonian* says every acre of government land along the line of the Illinois Central Railroad not claimed by the Company, has been taken up by speculators and settlers, at $2.50 per acre.

RAILROAD EARNINGS.

MADISON AND INDIANAPOLIS RAILROAD.

The receipts of this road for 7 months, from January 1 to August 1, for 1852 and 1853, are represented by the following figures:

For 1852	$238,234 03
For 1853	218,841 67
Decrease	$19,382 36

GREENVILLE AND MIAMI RAILROAD.

This Company have declared a dividend of 10 per cent., payable on the 1st proximo.—The receipts of this short road, which is a link of the line between Union and Cincinnati, from the 1st of January, to the 15th of August, were:

Passengers	$35,000
Mails, &c	3,120
Freight	32,500
Total	$70,620

LITTLE MIAMI RAILROAD.

Below we give the comparative statements of the earnings of this road in the months of June, July, and August, 1852 and 1853:

	1852.	1853.
June	$59,556 99	$75,703 35
July	63,223 60	74,228 52
August	70,104 03	88,495 89
Total	$192,884 62	$238,487 76
		192,884 62
Increase in three months, over corresponding time of last year		$45,603 14

or nearly 24 per cent.

This does not include the way freight, which for the last month was between $4,000 and $5,000.

MICHIGAN CENTRAL RAILROAD.

Earnings for first three weeks in August were	$94,839 00
Same weeks in 1852	54,211 00
Increase	$20,628 00

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

The earnings of the above road for August, 1852 and 1853, foot up as follows:

	1852.	1853.
Passengers	$15,458 58	$23,662 90
Freight	8,836 32	15,497 34
Mail and Express	716 37	925 65
	$25,011 27	$40,085 89
		25,011 27
Increase		$15,074 62

MANSFIELD AND SANDUSKY CITY RAILROAD.

The earnings of this road for the month of August, 1853, are as follows:

Passengers	$12,889 01
Mail and miscellaneous	2,385 75
Freight	15,537 73
Total	$30,812 49

The earnings for Aug., 1852, were:

Passengers	$7,300 51
Mail and miscellaneous	864 44
Freight	14,743 31
	$22,908 26
Gain	$7,904 23

MICHIGAN SOUTHERN AND NORTHERN INDIANA R. R.

This road was completed to Chicago in June, 1852. The first fiscal year of the Company ended on the 30th of June, 1853. The aggregate earnings for the year exceeded $1,200,000, and were made up as follows:

Passengers	$720,825 26
Freight	384,496 47
Mails and miscellaneous	95,500 38
Total	$1,200,922 11

ILLINOIS CENTRAL RAILROAD.

This gigantic undertaking is proceeding rapidly toward completion. From information furnished by W. Brayman, Esq., Solicitor for the Company, we make the following excerpts:

The effective force now employed upon the various sections of the road does not vary much from *eight thousand men*. The track is now being laid from Cairo northward, and from Bloomington southward; upon the Chicago Branch, from Kankakee southward; and on the Galena Branch, from Lasalle to the junction with the Chicago and Aurora Road.

It is expected to have some thirty or forty miles from Cairo completed by the first of January next, and the whole distance to the crossing of the Ohio and Mississippi Road by the first of May ensuing. So soon as the track is laid to Jonesboro', a passenger train will be put on for regular service. During the prevalence of high waters in the earlier part of the season, the Company very wisely shipped large qantities of rails up the Cache and Big Muddy Rivers, to the line of the road, which will enable them to expedite the laying of the track on that section. A sufficient amount was taken up the latter stream to lay down thirty miles of track.

From Bloomington it is expected to complete the road to Decatur, by March, 1854.

On the Chicago Branch, the track will be completed to Urbana by the first of May next, and perhaps earlier.

About ten miles of the track has been laid on the Galena Branch, between Lasalle and the junction with the Chicago and Aurora road. The latter road, it is expected, will be completed by the first of October next, when it will be met by the Galena Branch of the Central, thus opening a second track from Chicago to Lasalle. The Galena and Chicago road will reach Freeport in September, and the Central Co., only await the opportunity which will then be afforded them of transporting rails, to lay down their track beyond that point. They expect to have some thirty miles beyond Freeport completed by the first of December; and the whole distance to Galena and Dubuque during the ensuing season.

From the report of W. P. Burrall, Esq., President of the Company, we gather the following additional items:

Total receipts from all sources to Aug. 1, 1853	$7,840,525 68
Total expenditures to same date	6,458,216 45
Balance, cash and bills rec'ble	$1,382,309 23

WAYS AND MEANS.

Amount of means now provided	$9,313,765 25
Add expenditure to date	6,458,216 45
Total provision for cost of Road	$15,771,981 70

It is assumed that the total cost of the road and equipment, when complete, will be $17,000,000, which includes, in addition to the detailed estimates of the Engineer, a liberal allowance for interest on the Bonds during the construction of the road, and also for contingencies not anticipated or estimated. Nothing has yet occurred in the progress of the work to induce a belief that this estimate will be exceeded, unless the development of the business upon the portions of the road before its full completion shall demonstrate the necessity of a more extensive equipment, or larger outlay for station accommodations than was originally contemplated.

The work is now in a state of rapid progress. A large force is employed upon it, and materials of all kinds for the superstructure are in readiness.

It is assumed that the road will cost, completed	$17,000,000 00
The means are already secured, as appears by the foregoing statement, to the amount of	15,771,981 70
Leaving yet to be provided	$1,228,018 30

We are at liberty to issue, by the terms of our mortgage, in the whole, $17,000,000 of Construction Bonds. There are consequently, more than $2,300,000 of these Bonds not yet disposed of or appropriated.

We have more than 250,000 acres of land in the vicinity of the road, unencumbered by the mortgage and subject to early sale if thought advisable, the avails of which are unappropriated, exclusive of an equal number of acres appropriated to the interest fund.

In addition to all this we shall have 150,000 shares of stock on which will have been paid only $5 per share, 10,000 shares on which have been paid $10 per share, and 10,000 shares on which have been paid $20 per share; all subject to call for further instalments, in case any possible contingency should render such a resort necessary, though the existence of such a contingency can hardly seem possible.

We need, therefore, feel under no apprehension of any want of means to ensure the rapid progress and early completion of the work.

An Eeror.—The Louisville *Courier* says: "It is an error that an arrangement has been entered into between the companies of the Jeffersonville and Madison Railroads, by which the Madison Company were to hitch the trains of the Jeffersonville Road on at Edinburgh, and take them through to Indianapolis.

At a meeting of the Board of Directors of the Jeffersonville Railroad Company on Friday last, the proposition of the Madison Railroad Company was rejected by an almost unanimous vote. The road from Shelbyville to Indianapolis is being rapidly completed.

THE LARGEST CONTRACT IN THE U. S.

We have it in our power to say it, and we do say it, with a feeling of honorable pride, that we have now in our city two of the largest railroad contractors in the United States. These gentlemen are well known citizens of Macon, who have always been noted for their enterprise, energy and public spirit. We have reference to Dr. Robert Collins and Major Elam Alexander, who, as we learn from the recent report of the Directors of the Brunswick and Florida Railroad Company, have taken the contract for building the whole of said road, a distance of 200 miles, for which they are to get over three millions of dollars, and to finish the work in two years. And from the experience and indomitable perseverance of the contractors, we have no doubt, whatever, of their being able to accomplish the job in the time specified, should no unforeseen accident occur to prevent. When that little contract is finished, we hope they will be employed to construct the Macon and Brunswick air line road, before they undertake a thousand mile section on the Pacific enterprise.—*Georgia Citizen.*

Our friends of the Georgia *Citizen* can not have read our western papers, or they would not have asserted a contract for $3,000,000, to be the largest in the United States. We can mention a number in our immediate vicinity far exceeding that. The Mississippi is one, the contract is $9,000,000; the Dayton Broad Gauge is another, taken by one man at $7,000,000; the Hillsboro' is another, at $5,000,000. If they want to hear of *monster contracts* let them read our western papers.

New York Central Railroad.—The Board of Deputy Superintendents of the New York Central Railroad is now complete, as follows:

George Barnes, at Albany.
H. W. Crittenden, at Utica.
Carlos Dutton, at Rochester.
T. W. Stockton, at Buffalo.
Thomas Wallace, at Troy.
Geo. W. Burrows, at Rochester, for the Lockport and Niagara Falls branch.

The new management have now fairly got possession of the road. The business of the line is 25 per cent. in excess of last year.—The capital of the Company is now $23,085,000, and the debt is $10,446,439.

The Directors have made arrangements for laying a double track from Syracuse to Buffalo, and are determined to make the whole road from the Hudson River to Lake Erie, (328 miles,) a completely appointed double track, in all its arrangements and accommodations inferior to none on this side of the Atlantic.—They have ordered 27 additional locomotives, 50 first class passenger cars, and 400 freight cars.

Henderson and Nashville Railroad.—A contract has been concluded with the company, which undertook the grading, &c., for the road, to complete the whole work, including the purchase of iron, laying the rails, and building depots. The contractors furnish every thing but the rolling stock, and have agreed to finish the road ready for use, for one-third in money, to take one-third of the stock themselves, and to take the remainder in bonds of the company at par.—*Louisville Journal.*

Arrival of the Celebrated British Engineer, Mr. Stephenson, at Montreal.—The New York *Express* has a letter from Montreal, under date of 15th ult., which says:

A grand dinner is to be given here in a few days to Mr. Stephenson—tickets $12 each. Mr. Stephenson is the great British Engineer, who built the Tubular Bridge in Wales—and comes here to survey the St. Lawrence at Montreal, in order to throw over it a Tubular Bridge two and a half miles long, similar to that in Wales, the cost of which will be about seven millions. He will have a good job of it, I think—but he who has spanned the Menai Straits, may span the St. Lawrence, despite the mountains of ice.

British capital is in solemn earnest in its Grand Trunk Road from Sandwich (opposite Detroit) to Portland, (Me.,)—and it means to try to bridge the St. Lawrence, no matter how people croak. I hear, too, of a huge monster steamer building, to run from Portland to Birkenhead and Holyhead, (10,000 tons is said to be the size!) which is to bring all Great Britain over to Canada, and *vice versa*, via Portland. The engineer, who comes as the *avant courier* of such an enormous expenditure of capital, is, of course, made a great man of here—and a twelve dollar dinner ticket is thought to be a cheap expenditure to get a sight of him.

The "Grand Trunk" is to be all of the broad gauge, with tracks to Quebec, and from Portland to St. John, N. B. Unless the St. Lawrence can be bridged, however, as low down as Quebec, the "Grand Trunk" will scarcely effect its gigantic intent—and hence the interest that attaches to Mr. Stephenson's coming here.

Since the above was in type, we learn that Mr. Stephenson has examined the river and the grounds on either side, and is decided in his opinion that the bridge can be built.

Our city was a few days since honored by a visit from this distinguished Engineer.

Pittsburgh and Connellsville R. R.—The surveys of the route for this important railroad are fully justifying the predictions of its favorable character that have heretofore been made. Five corps of engineers are already on the road, and a sixth is about being organized. The survey is progressing rapidly, and all the results in regard to the grades are even more advantageous than was anticipated. The surveys of Mr. Blackistone, chief assistant engineer, the Cumberland *Journal* learns, will demonstrate that the summit of the Alleghenies can be crossed by a tunnel of about 4,000 feet, with a grade on either side, for the distance of some six miles, not exceeding fifty-two feet and eight tenths to the mile. This is the only tunnel on the route, and by lengthening it, the grade can be still further reduced. On the western side of the tunnel the grade, as far as the surveys have extended, does not exceed twenty-seven feet to the mile.

Central Ohio Railroad.—The stockholders of this road, at a recent meeting, voted almost unanimously, to subscribe $100,000 in the stock of Cincinnati, Wilmington and Zanesville Railroad.

The Sandusky and New Albany Railroad.—A meeting was held in New Albany, attended by a large concourse of citizens, relative to the above road. The resolution to build the road was adopted, and stock to the amount of $127,500, at once subscribed. At a subsequent meeting the following Board of Directors was chosen:

John S. Davis, James Montgomery, P. M. Kent, J. B. Winstandly, J. C. Moody, Nat. Moore, V. A. Pepin, J. A. Moffett, J. B. Anderson, Jeff. Conner, J. S. McDonald, T. L. Smith, and Jas. Brooks.

John S. Davis, Esq., was elected President of the Board.

New Albany will be well connected with the north when the contemplated roads terminating there shall be completed. She now has the New Albany and Salem road connecting with Lake Michigan and Chicago; the present proposed road to Sandusky City; and has made a bid of $500,000 subscription for the terminus of the Fort Wayne and Southern road. New Albany is a stirring place, and her people are awake to their own interests.

Verdict.—The jury in the case of Chas. H. Comstock, conductor on the New York and New Haven Railroad at the time the train ran off the drawbridge at Norwalk, have returned a verdict of "not guilty." The trial lasted several days. Professor Olmstead, of New Haven, was examined as to the speed of the train at the time of the accident, as demonstrated by mathematical calculation. The following is the result. Assuming the draw to have been 60 feet wide, the surface of the water 10 feet below the track, and the center of gravity in the engine to have been 15 feet from the front end of it, the speed of the train was 29.8 miles per hour.

The verdict hinged upon the evidence of Messrs. Whistler and Burrall, officers of the road, who proved conclusively that it was no part of the conductor's business to look out for signals, or govern the movement of the train, except to make stops at the proper stations.

Cincinnati, Union and Fort Wayne Railroad.—The grading of the whole of this line, from Fort Wayne to Union was let to contractors, on the 1st inst. on very favorable terms. Twenty miles of the road at each end are to be completed within one year, and the remainder by March 1855. We have not learned who the contractors are.

Dayton, Xenia and Belpre Railroad.—The election for Directors of this road on Wednesday 31st ult., resulted as follows: E. F. Drake, J. C. Johnston, W. F. Latham, Jno. Harbine, Joseph Clegg, Horace Pease, and R. W. Steele.

The former officers were re-elected.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Akron Branch of Cleveland and Pittsburgh ..	.....		....		
Alabama and Tennessee	1st mortgage, convertible till 1872.....	7	1872	98	100
Alton and Springfield	.....	8	1865		
Baltimore and Ohio.....	Transferable. Taxed	6	1867	90	95
Do do	Coupons. Not Taxed.....	6	1875	94	95
Do do	" "	6	1880	97	98
Do do	"	7	1890	95¼	97
Do do	.....	6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi.....	1st " "	7	1862	95	100
Chicago and Aurora	1st " "	7	1866	85	93
Cincinnati and Fort Wayne.....	.....		....		
Cleveland, Columbus, and Cincinnati.....	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	128	130
Cleveland and Mahoning	.....		....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible.....	7	1861	99	100
Cleveland and Pittsburgh.....	1st " convertible	7	1860	102	103
Do do	Income "	7	1855	100	103
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855.....	7	1861	108	110
Cincinnati, Wilmington and Zanesville.....	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago	.....		....		
Columbus and Lake Erie	.....		....		
Columbus, Piqua and Indiana.....	1st mortgage, convertible	7	1862	97	100
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington.....	1st " " till 1862.....	7	1862	94	97
Do do	2d " "	6	1862	88	90
Dayton and Michigan.....	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	.....		....		
Detroit and Pontiac.....	.....		....		
Eaton and Hamilton.....	1st mortgage	7	1862	84	87
Eaton and Piqua.....	.....		....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.....	7	1862	94	97
Evansville and Illinois	1st Mortgage, convertible 1857.....	7	1862	86	88
Frankfort aad Lexington.....	1st " "	6	....		
Franklin and Warren.....	.....		....		
Galena and Chicago Union	Pledge of 2d section, convertible.....	10	1853–6	124	130
Do do do	" 3d " not convertible....	6	1862	96	100
Greenville and Miami.....	.....		....		
Illinois Central.....	1st mortgage, not convertible	7	1875	101	102½
Illinois and Wisconsin.....	.....	10	....		
Indiana Central	1st mortgage, convertible.....	7	1866	99	101
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine.....	1st " "	7	1860–1	104	106
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio).....	1st " "	7	1867	93	95
Do do	2d " "	7	....	85	87
La Crosse and Milwaukie.....	.....		....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible.....	7	1866	93	95
Lexington and Big Sandy	.....		....		
Lexington and Danville.....	.....		....		
Little Miami	No mortgage, convertible 1852–4.....	7	1858–61	118	120
Do	" " till 1855.....	7	1861	118	120
Louisville and Nashville.....	.....		....		
Mad River and Lake Erie.....	1st mortgage, convertible till 1855.....	7	1855–6	94	96
Do do	2d " "	7	1866	94	96
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	85	90
Marietta and Cincinnati.....	1st " convertible.....	7	1868	95	97
Maysville and Big Sandy.....	.....		....		
Maysville and Lexington.....	1st mortgage, convertible.....	6	1870	87	90
Memphis and Charleston.....	.....		....		
Michigan Central.....	No mortgage, convertible	8	1860	109	110
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	104⅜	105
Milwaukie and Mississippi	1st " " " 1857.....	8	1862	103	105
Mobile and Ohio.....	.....		....		
Do do Paducah Branch	.....		....		
Nashville and Chattanooga	.....		....		
New Albany and Salem.....	mortgage on 1st section	10	1858–62	108	110
Do do	1st " on other sections, convert.	8	1864–75	98	99
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie.....	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible.....	7	1855	97	98
Do do	Convertible till 1861.....	7	1871	92	93
Do do	" " 1862.....	7	1862	92	95
Northern Indiana.....	1st mortgage, not convertible.....	7	1860	104¾	105
Do do	2d "		....	93¼	94
Ohio Central.....	1st mortgage, convertible, west section.	7	1861	101	103
Do	1st " " east " .	7	1864	103	105
Ohio and Indiana.....	1st " "	7	1867	100	101
Ohio and Pennsylvania.....	" "	7	1865–6	109	110
Do do	Income. No mortgage, convertible . ..	7	1872	103	105
Ohio River and Wabash	.....		....		
Pacific, Mo	.....		....		
Panama	1st mortgage, convertible.....	7	1866	110	112
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	100	102
Pennsylvania.....	1st mortgage, convertible till 1860.....	6	1880	107	109
Peru and Indianapolis.....	1st " convertible.....	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible.....	7	1872	98	100
Sandusky and Mansfield.....	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley.....	.....		....		
Southwestern, Tennessee	.....		....		
Sangamon and Morgan, or Great Western....	.....		....		
Springfield and Columbus.....	.....		....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton.....	.....		....		
Terre Haute and Richmond.....	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	97	100
Do do do	2d "		....		
Vicksburg, Brandon and Jackson.....	.....		....		
Virginia Central.....	.....		....		

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Akron Branch of Clevel'd & Pittsb'h..			
Baltimore and Ohio	100	63	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	102	105
Belleville and Illinoistown.....			
Buffalo and Pennsylvania State Line ..		125	130
Central Military Tract.....			
Chicago and Rock Island		97	100
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago...			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton.....	100	108	110
Cincinnati, Indianapolis and Chicago..			
Cincinnati, Logansport and Chicago ...			
Cin. Wilmington and Zanesville.....	100	90	95
Cleveland, Columbus and Cin	100	127½	128
Cleveland, Medina and Tuscarawas...			
Cleveland, Painesville and Ashtabula.	100	137	140
Cleveland and Pittsburgh.....	50	93	95
Cleveland and Mahoning			
Clinton Line.....			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana.....		102	103
Columbus and Xenia.....	50	118	120
Covington and Lexington.....	50	72½	74
Covington and Ohio, Va			
Dayton and Michigan.....	50	57	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton.....	25	68	72
Eaton and Piqua.....			
Erie and Northeast.....		124	125
Erie and Kalamazoo.....			
Evansville and Illinois.....			
Fort Wayne and Mississippi.....	50		
Fort Wayne and Southern			
Franklin and Warren.....			
Galena and Chicago Union	100	135	137
Greenville and Miami			
Hannibal and St. Joseph.....			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati.....	50	65	68
Illinois Central.....	100	127	132
Illinois and Wisconsin.....			
Indiana Central.....	50	92	94
Do do 10 per cent	50	92	95
Indianapolis and Bellefontaine	25	100	103
Indianapolis and Lafayette.....	50	76	80
Jeffersonville and Indianapolis.....	100	72	78
Junction (Ohio)	50	100	110
La Crosse and Milwaukie.....			
Lake Erie, Wabash and St. Louis.....			
Lawrenceburg and Upper Mississippi .	50	70	73
Lexington and Frankfort.....			
Lexington and Danville			
Little Miami.....	50	118	120
Logansport and Pacific.....			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville.....	100		
Macon, Georgia		108	109
Mad River and Lake Erie.....	50	93	95
Madison and Indianapolis.....		86	88
Marietta and Cincinnati	50	70	75
Marion and Mississinawa Valley.....			
Maysville and Lexington.....		60	75
Maysville and Big Sandy			
Memphis and Charleston.....			
Michigan Central.....		110	111
Michigan Southern		119	121
Milwaukie and Mississippi			
Mobile and Ohio.....			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana.....		118	120½
Ohio Central	50	95	100
Ohio and Indiana			
Ohio and Mississippi	50	94	96
Ohio and Pennsylvania		90	100
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama.....		108	110
Parkersburg, or Northwestern Va.....			
Pennsylvania	50	98	100
Peru and Indianapolis	25	65	70
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana.....			
Southwestern, Tenn.....			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus.....			
Steubenville and Indiana			
Terre Haute and Alton.....			
Terre Haute and Richmond.....		107½	108½
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	150
Vicksburg, Brandon and Jackson.....			
Virginia Central.....			
Xenia and Columbus.....		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109¼	110
Do	6	1862	116¾	117
Do	6	1867	121	122
Do	6	1868	121	122
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....		
Arkansas	6	....	80	88
Georgia	6	....	109	110
Do	7	....		
Illinois Canal Bonds		1860	97	100
Do do registered		1860	107	110
Do do		1847		
Do do registered		1847	90	98
Do do Internal Impt.		1847	89	90
Do Interest do		....	61	62
Indiana	5	....	98	99
Do	2½	....	55	56
Do Canal Loan	6	....	96	100
Do do preferred	5	....	30	33
Do do deferred	5	....	10	12
Do special preferred	5	....	18	22
Do do deferred.	5	....	9	10
Kentucky, 30 years	6	1871	110¾	111¾
Do 15 years	6	....	108	109
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	109	110
Do	6	1870	115½	117
Do	6	1875	118	120
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	105	107
Do	5	1870	95	96
Tennessee, new loan	6	1890	108	110
Do	5	....	93	95
Virginia Coupons	6	1886	107	109

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	88	92
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102½	103½
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	98
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	103	104
Do	5	1890	105	107
Philadelphia	6	1876-90	105	106
Pittsburgh	6	1869-71	99	100¼
Do coupons	6	1873	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	107	108

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	98
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	117¾	118
Southern, and Branches	103	106
Bank of Louisville	116¼	118
Kentucky Trust Co	100	102
Farmers' Bank of Kentucky	108	110
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½ prem	¾ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 00	@	16 50
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 84	@	4 87
Guineas	5 00	@	5 00
American, new	1 00¼	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

CINCINNATI, Wednesday, Sept. 7, 1853.

50 Shares	City Insurance Stock, bid	10 00
10 "	Indiana Central Railroad Company 10 per cent. stock	90 00
60 "	Cincinnati and Hillsboro' Railroad stock	70 00
67 "	Indianapolis and Bellefontaine Railroad stock,	passed.
129 "	" " Int. from July 1st.	passed.
12 "	Peru and Indianapolis Railroad stock	66 50
11 "	Lawrenceburgh and Upper Mississippi Railroad stock with int. from July 7th, 1852	passed.
42 "	Lawrenceburgh and Upper Mississippi Railroad stock, with. int., bid.	70 00
8 "	Junction Indiana Railroad stock	passed.
26 per cent.	Bonds, $1000 each, Covington and Lexington Railroad, with 12 mos. int., 10 years to run	passed.
100 Shares	Mad River and Lake Erie Railroad stock, bid	87 50
11 "	Eaton and Hamilton Railroad stock, with $32.75 int	passed.
100 "	Eaton and Hamilton Railroad stock.	passed.
80 "	Cincinnati, Hamilton and Dayton R. R. stock	passed.
20 "	Cincinnati, Hamilton and Dayton R. stock, bid	107 00

MONETARY.

The Money Market at the East has continued to improve throughout the past week; and although the demand is equal to the supply, yet upon the whole the market is easy, and the indications are favorable that it will remain so. The Banks are discounting to the extent of their receipts. Prime paper passes freely outside at from 8@10 per cent.

The weekly returns of the N. Y. City Banks, show favorably, and the plan of weekly exhibits meets with the favor of the community.

Foreign Exchange during the early part of the week was heavy at 109, but has since advanced to 109¾ for best names.

The Stock Market has presented a much better appearance, and shows an advance in most of the prime Stocks. Panama has fallen to 108, and the Cystal Palace to par, and forced at that. The New York Central sells at 114½@115¾.

Messrs. De Coppett & Co. quote for the last Boston steamer the following asking rates for foreign markets:

N. York State 6s long	121
New York 5s, long	110
Ohio 6s, 1860	108
Kentucky	107
Tennessee	106
Virginia	106
Georgia	107
California	85¾
Missouri	105
Pennsylvania 5s	94½
Penn. Coupon	101
Indiana 2½ ℘ cents.	56
Indiana 5 ℘ cents	98
Indiana 6 ℘ c., canal	96
Ill. Improvement	89
Illinois Interest	60
N. Y. City, 5s, long	105
Baltimore 6s	106
Philadelphia	104¾
New Orleans	98
Rochester	104½
San Francisco	108
Pittsburgh	98¼
Cincinnati	103
Erie, first mortgage	116½
Erie, second mortgage	107¾
Erie Convertible, 1862	94
Erie Convertible, 1871	91¾
Erie Incomes	95½
Hudson, first mortgage	105
Hudson, sec. mort'e	100
Hudson Convertibles	89½
Reading, 1860	93
Reading, 1870	87½
Mich. Central Conv	110
Michigan Southern	103¼
Northern Indiana	100
St. Louis County 6s	90
Fayette, Ky	90
Bourbon, Ky	90
Mason, Ky	90
N. Y. Life & Tr. Stock	150
Ohio Life & Trust	102½
New York Gas	150
Manhattan Gas	136
Delaware & Hudson	119
Pennsylvania Coal	111¼

Government Securities remain firm; few or none are offered, though asked for by the Secretary of the Treasury.

The Funded Debt of the United States on the 31st August was $63,434,697.

The total balance now subject to draft in the various Treasury depositories is about $25,000,000—$8,000,000 of which is lying idle in New York city.

At the West we quote the supply of money as short of the demand, which has tended to raise the rates of interest somewhat, though not materially from our last quotations. Exchange on Saturday last advanced from ¼ per cent, to ¾, at which we now quote, though the indications are that it will again recede to ¼ in a day or two.

The Stock Market is comparatively quiet. Messrs. Hewson and Holmes held a sale yesterday which will be found in our columns as usual.

We note the sales of several of our Western Stocks at the East, within the last week. Among them were, Cincinnati, Columbus and Cleveland at 125 and 126, Michigan Central 110, Michigan Southern 125, Cincinnati, Hamilton and Dayton 105 and 106.

Our quotations of Bonds, Shares, &c., we commend to the attention of the public. They are corrected to Wednesday morning of every week by a competent person, and can be relied on as showing the true state of the market.

Land Warrants we quote at an advance again.

Bureua Valley Railroad.—Messrs. Farnham and Sheffield, the original contractors, we learn from the Henry *Courier*, have transferred the contract for building the entire road to Messrs. Ross and Jackman, gentlemen who had large jobs on the Michigan Southern, Rock Island, and Northern Indiana roads. A force of five hundred men have already been put upon the work north of Henry.

Railroad Depot.—The Cincinnati and Fort Wayne Railroad Company have secured a tract of 18 lots for their depot, lying between Fulton and Ewing streets, Fort Wayne, fronting 600 or 700 feet on the canal, taking in Shilling's boat yard and Ewing's warehouse. It is a very eligible location.

Illinois and Wisconsin Railroad.—The track of this road is now finished for fourteen miles out of the city, and the distance is increasing rapidly each day. Messrs Paige & Co., are now pushing this work earnestly.

☞ The Directors of the New Haven Railroad Co. have elected George W. Whistler, Jr., Vice President of the Company; an office which he will hold conjointly with that of superintendent.

IMPORTS OF RAILROAD IRON AT NEW YORK.

We find the following in our exchanges:

	1852.		1853.	
	Bars.	Value.	Bars.	Value.
Jan. 1 to March 31.	126,792	$457,111	124,682	$969,943
April 1 to June 30.	76,559	311,146	234,288	1,780,575
July 1 to Aug. 13..	85,960	366,029	74,162	565,461
Total.....	289,311	$1,134,286	433,132	$3,255,979
			289,311	1,134,286
Increase.....			143,821	$2,121,693

Some idea of the relative prices, this year and last, may be gathered from the great disproportion between the increase in quantity and the additional value. During the first quarter of 1852, the average value of the bars received, was $3.60, while, during the same period of the current year, the average was $7.29, an increase of over 100 per cent.

IRON MOUNTAIN ROAD, MO.—From a copy of the proceedings of the Board of Directors of this road, we learn that W. M. McPherson, Esq., has resigned the Presidency of this road in consequence of domestic afflictions, and the pressure of his own private business not permitting him to devote the necessary attention to the onerous duties of that office.

The resignation was accepted by the Board, after suitable testimonial of their high estimation of Mr. McPherson. L. M. Kennet, Esq., one of the Directors of the road, was then elected to the vacant Presidency.

BRUNSWICK AND FLORIDA RAILROAD.—We learn from our exchanges that stock to the amount of $125,500 has been subscribed in Thomas Co., Ga., to this road. Some $75,000 more are confidently expected in the same county.

An engine and several cars for this Company reached Brunswick on the 11th ult.

Every indication tends to the early completion of this road.

THE JOLIET AND MISSISSIPPI RAILROAD.—The Joliet *Signal* says: Scarcely five months have passed since this road was located between here and Wilmington, and a great portion of the distance is now graded. Men are engaged in laying down the rail from this city southward, and before many weeks the cars will be running to Wilmington.

The engineers, and others connected with this road seem to be men who understand their business. They make no unnecessary noise, they go to work as though building a railroad was one of the easiest matters in the world, and verily it seems that such is the case under their management.

A CHANGE.—The name of the Auburn and Eel River Valley Railroad, has been changed to that of Logansport and Northern Indiana Railroad; this change in the name does not produce any change in the location, which remains as it was. Messrs. Fisk & Co., contractors, have a number of hands at work near this place, grubbing, clearing, and making the necessary preparations for grading, &c. The entire work will be prosecuted with dispatch.

Stockholders or others need entertain no fears, relative to the completion of this road; all that is now required, is time to do the work.—*Auburn Dem. Messenger.*

THE GERMANTOWN EMPORIUM.

It is not our intention to enter into controversy with any of the Corps editorial; but when we find our sentiments so grossly distorted as is the case in the *Emporium* of the 25th ult., we owe it to our friends and patrons, as well as to ourself, to reply.

Amid much other misrepresentation, that Journal says of the RECORD: "It claims that the Mackinaw Road should, by all means, continue from Greenvile *direct* south, by way of Eaton to Cincinnati."

The RECORD "*claimed*" no such thing.—What we did say is as follows, and can be found on page 357 of our journal, when speaking of the *Eaton, Castine and Greenville Road.* "The Cincinnati and Mackinaw Road, as given in No. 21 of the RECORD, will pass through Greenville in its southerly course, and could advantageously be consolidated with this road, thus saving a large amount of means, and obtaining a more direct communication. But we suppose private interest will prevent any such arrangement."

This mere *suggestion* of ours—and in this day of air-line routes, a very good suggestion too—the editor of the *Emporium*, in his extreme sensitiveness, twists into a "*claim*" on our part that his road ought to take that route. We most sincerely regret that the *Emporium* considers the Mackinaw project so poor an undertaking as to require to be upheld by such a misrepresentation of our remarks. We can only advise him to heed his advice to us, in substance as follows: "If the *Emporium* would have the confidence of its readers generally, it must not be unjust."

☞ The weekly railway traffic of this year, on English railways, is £51,503 greater than that of last year. The amount received for seven months of this year was over £9,000,000.

HIRAM BRINTNALL.—We regret to be compelled to chronicle the death of the gentleman whose name is at the head of this article.—He expired at the Burnet House, on Tuesday evening, 30th ult. His disease was diarrhœa, terminating in the flux, which terminated his earthly career.

He was one of the contractors upon the Ohio and Mississippi Road, as well as one of the Company which had recently taken heavy contracts upon the Marietta Road. His age was 42 years. He was a resident of Syracuse, N. Y., and had been among us but a short time. He was universally respected and beloved by all that knew him. His remains were taken by his brother to Syracuse.

This is the third death we have chronicled of eastern contractors upon our western roads. And although there is nothing strange in the fact that they should die as well as others, when all must die, yet when prominent men are thus taken from our midst it seems a public calamity.

THE RECENT FOURTH STREET TRAGEDY.

Seldom is the Press called upon to record a more terrible outrage than that committed upon Jas. C. Hall, Esq., by Dr. Fisher W. Ames, on the night of Thursday, the 1st inst., the particulars of which, taken from the Cincinnati *Gazette* of Friday, we give below:

"Another probable murder took place in our city about half past seven o'clock last evening, near the corner of Fourth and Broadway. As near as we could learn, the facts are, that a difficulty has for a number of months existed between the family of James C. Hall and the family of which Dr. Ames is a member, which two families reside in houses nearly adjoining, on Fourth, near Pike street. Last evening, Mr. Hall, while passing Dr. Ames, both of whom were on their way home, was accosted with, 'You are a d——d rascal and scoundrel.' Hall turned and Ames approached him with a sword cane elevated.—Hall then struck Ames and a fight ensued, during which Dr. A. drew a sword cane and made several efforts to cut Hall, but succeeded only in cutting him on the nose, and several times on one of his hands. Ames getting the advantage, Hall released himself, and retreated toward the steps of Mrs. Glasgow's boarding house, on the alley. Ames followed him up, and when within three or four paces, drew a pistol and fired, the ball entering immediately below the floating rib, on the right side, and passed through into the liver, to the depth of about four inches. Hall fell and Ames fired a second time, but the ball missed him. Dr. A. then retreated toward home, but was afterward arrested. Ames, when arrested, had on his person four double-barreled pistols, three of which were loaded, and his sword cane, which was spotted with blood. Just before being arrested, he stood on the sidewalk in front of Hall's residence, and uttering a number of oaths, declared that he intended to kill 'the d——d rascal.'

"Hall recovered and walked home, but his case was at once declared hopeless."

Mr. Hall has long been connected with the railroad interests of the West, having been a director in the Ohio and Mississippi Road from its commencement, and at this time holding the office of President of the Board of Directors of that Company. He was also Post-Master of our city under the last administration.

The examination of Dr. Ames has been deferred from time to time, to await the issue of Mr. Hall's fate. His situation is very precarious, and his physicians entertain little or no hope of his recovery. We shall give information of his state to the moment of going to press.

Wednesday, A. M., 7th inst. We are glad to learn this morning that Mr. Hall seems much better, and that there are strong hopes entertained by his physicians of his ultimate recovery. Dr. Ames has had his examination, which resulted in his commitment in default of $25,000 bail, which he refused to give.

☞ The citizens of St. Louis on Thursday voted in favor of subscriptions by the city of $1,000,000 to the North Missouri and Iron Mountain Railroads.

THE CRYSTAL PALACE.

Will it pay? Some of the New York papers are discussing the question whether the Crystal Palace will pay as a speculation.—One of them founds an opinion adverse to its pecuniary profit, on the following grounds, which may or may not be correct:

The structure cost $500,000, while the cost of keeping things in order runs away with $1,500 per week more. The receipts thus far, have averaged about $8,000 per week.—Should these receipts continue till the grant of ground expires, two years from last May, the stockholders will be treated to the following exhibit: Cost of building, $500,000; weekly expenses for 104 weeks, at $1500 per week, $156,000; two years' interest on first cost of building, $7,000; total outgoes, $726,000. Income, 104 week's receipts, at $8,000 per week, $832,000; value of building at expiration of the show, $50,000—whole amount of receipts, $882,000. From this deduct the expenditures, $726,000, and we have a balance of $156,000 as the net profits of the exhibition. But what right have we to suppose that the receipts will average any such sum as we have fixed upon? For the first six months the receipts may equal not only $8,000, but go beyond it, but what will the succeeding six months do? In all probability not over $3,000 per week. By December next the foreign contributions will commence leaving for home, and with their departure will go some of the leading attractions of the exhibition. Now, if the second six months pay in $3,000 per week. what are we to expect from the second year? Barely enough to pay current expenses.

SCIENTIFIC AMERICAN.

Mechanics, Inventors, & Manufacturers.

$450. IN SPLENDID PRIZES. **$450.**

Volume IX of the SCIENTIFIC AMERICAN commences on the 17th of September. It is chiefly devoted to the advancement of the interests of Mechanics, Inventors, Manufacturers, and Farmers, by the diffusion of useful knowledge upon these important branches. It is edited by men practically skilled in the arts and sciences, and is widely regarded as a sound and able journal.—Nearly all the valuable Patents which issue weekly from the Patent Office are Illustrated with Engravings, and the Claims of all the Patents are published in its columns; thus making the paper a perfect Scientific and Mechanical Encyclopedia for future as well as present reference. The *Scientific American* is very extensively circulated—its circulation in the last Volume exceeding 18,000 copies per week. It is in form for binding; each volume contains several hundred Engravings and over four hundred pages of Reading Matter, with an Index. The *practical receipts* alone are worth to any family much more than the subscription price.

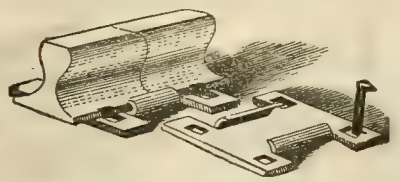
The Publishers offer the following valuable prizes for the largest list of subscribers sent in by the 1st January next:—$100 will be given for the largest list; $75 for the 2d; $50 for the 3d; $45 for the 4th; $40 for the 5th; $35 for the 6th; $30 for the 7th; $25 for the 8th; $20 for the 9th; $15 for the 10th; $10 for the 11th; and $5 for the 12th. The cash will be paid to the order of the successful competitor, immediately after January 1st, 1854.

TERMS:—One copy one year, $2; one copy six months, $1; five copies six months, $4; ten copies 12 months, $15; fifteen copies 12 months, $22; twenty copies 12 months, $28, in advance.

Southern and Western money taken for subscriptions.

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Chairs and Fastenings.

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Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
† No. 25 South Charles Street, Baltimore.

OFFICE OHIO & MISSISSIPPI R. R. CO.,
CINCINNATI, AUG. 6, 1853.

Notice is hereby given that in pursuance of a resolution of the Board of Directors of the Ohio and Mississippi Railroad Co., an instalment of five dollars on each share will be payable on the 6th day of October next, being the 6th instalment.

By order of the Board.
au25 H. H. GOODMAN, Secretary.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.
Pittsburgh, Pa., August 15, 1853.—au18-3*

Office Cin., Ham. & Dayton R. R. Co.,
CINCINNATI, Aug. 9, 1853.

THE Directors of this Company have this day declared a dividend of Five per cent. on their capital stock, payable to the stockholders registered in Cincinnati on demand; and to those registered in New York, on and after the 25th inst., at the office of the Ohio Life Insurance and Trust Co., in New York. FRANK S. BOND,
au18-1* Secretary.

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

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LOCOMOTIVES OF SUPERIOR QUALITY.

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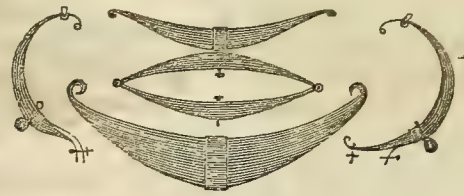
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References.

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A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
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H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

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A Taylor Cylinder Printing Press,

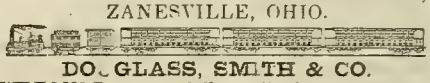
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THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,

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WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

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au4tf Muskingum Works, Zanesville, O.

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GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

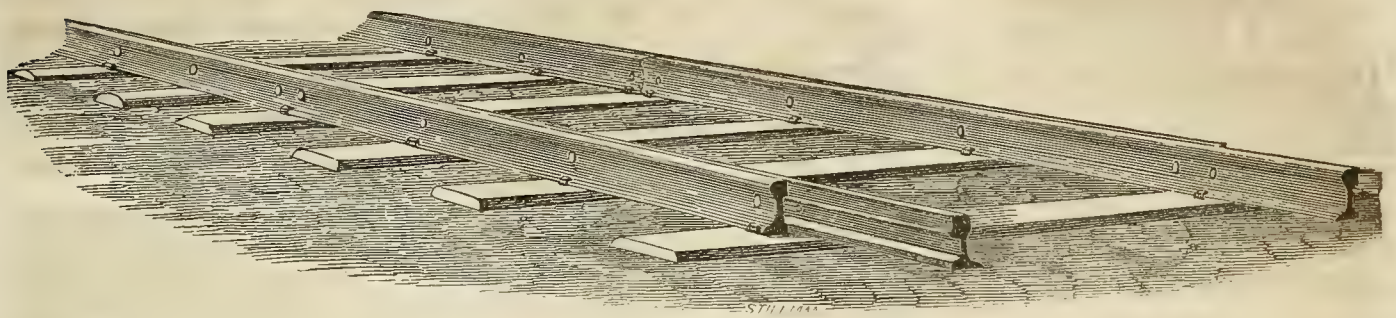
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THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

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This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

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We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

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August 16, 1853.—au18†

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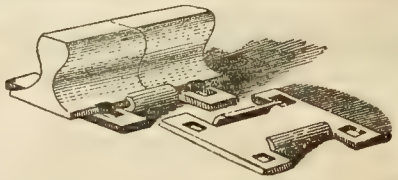
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Cincinnati Railroad Chair Works.



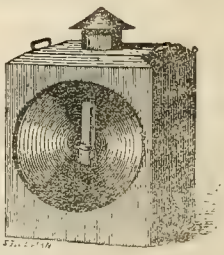
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

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500 DOZ Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
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Louisville & Nashville Railroad.



Notice to Timber Contractors.

THE undersigned will receive proposals at their office in the city of Louisville, until Monday, the 25th inst., for the delivery of the Cross-Ties required for the first 33 miles of the Louisville and Nashville Railroad, and until 1st September next for the balance of the road.

The Ties to be 8½ feet long, six inches thick, and six inches face, exclusive of sap; and of sound, straight White Oak, Post Oak, Red Cedar, Black Locust, Black Walnut, or Black Mulberry timber.

Twenty-three hundred and fifty Ties will be required for each mile of track.

Delivery should be made upon each mile of the railroad. But proposals will be entertained for deliveries at five mile points.

The line from Louisville to a point about 33 miles southerly, should be supplied by the 1st November next, and the balance of the road by 1st July, 1854.

Detailed specifications will be found at the office, or with the Engineers along the line.

Proposals will also be received for Fence Posts, of White Oak or Post Oak, Cedar or Black Locust timber, six and one half feet long, and large enough to square 4 x 4 inches.

MORTON, SEYMOUR & CO.
Louisville, Ky., July 1, 1853.—jy14-8w.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
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Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

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From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

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Pica at.....	30 cts.	Minion.....	48 cts.
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Long Primer.	34 "	Agate.....	72 "
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Determined to spare no expense in making their establishment as perfect as possible, they have recently got up a complete set of justly celebrated SCOTCH-CUT LETTER, from Diamond to English, to which they particularly invite attention.

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40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
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No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

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The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

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Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
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NOTE.—This Company desire to induce butiness only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.
†mr3

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For 1853.

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Office Bankers' Magazine, No. 167 Broadway.

SOLID HUB CAR-WHEEL,

Manufactured by

KELLY & McLANAHAN,

And warranted to bear the weight of 4,000 lbs and run 50,000 miles.

The following testimonial is offered for the inspection of those interested:

HOLLIDAYSBURG, PA., March 7, 1853

We, the subscribers, have been using Kelly & McLanahan's solid hub Car Wheel, manufactured at Gaysport Foundry, Blair Co., Pa., during the past two years, and recommend it as the best chilled, strongest, and most durable wheel used on the Allegheny Portage Railroad; and equal, at least, to any used on any other road.

David Watson, for Pennsylvania and Ohio line Wm. M. Lloyd, for Union line; Henry Lloyd for D. Leech & Co's line; Thomas Bingham, for Bingham's line; R. M. Lemon, Coal and Lumber line; F. R. West, late Superintendent A. P. Railroad; J. R. Crawford, Assistant Superintendent A. P. Railroad.

These Wheels will be delivered at Pittsburgh or Cincinnati. Communications addressed to

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GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale by
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Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Four Daily Trains.

First Train—Accommodation Express, at 6½ o'clk, A. M.
Second Train—Lightning Express, at ....7½ " A. M.
Third Train—Accommodation, at.....2 " P. M.
Fourth Train—Eaton and Richmond.....3½ " P. M.
Fifth Train—Evening Express, at.....5 " P. M.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

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Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

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Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

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First Train—Accommodation, at 6½ A. M.; and second Train—Lightning Express, leaves Cincinnati at 7½ A. M. Through to Indianapolis same day.

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First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3½ P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

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First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

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First Train——Accommodation Express at 6½ o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
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From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
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Do	do.	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 50
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

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Railroad Line.

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To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland..	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex ...7½ " "
Third Train—Hillsborough Train.....3 " P. M.
Fourth Train—Evening Express .....5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7½ o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7½ o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

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From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer...	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer....	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING.

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 29. CINCINNATI, THURSDAY, SEPTEMBER 15, 1853. Vol. 1

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For Engineers seeking employment; Railroad Companies desiring assistance; Contractors, Manufacturers of Railroad Machinery, Improvements, &c., &c., offers inducements unequaled by any other journal at the West.

Being devoted to Railroad and Manufacturing interests, its circulation, now rapidly extending, is largely among those connected with these interests, and presents a ready and efficient means of bringing to the notice of persons interested all new inventions, improvements, &c.

For terms of advertising, &c., see last column of the last page.

EDITORIAL CORRESPONDENCE.

Highland Park, Sept. 13, 1853.

My dear Record:—The corn is descending into the sere and yellow leaf, the night dew is getting cold, and the autumn winds rustle through the trees. To me these indications of the falling year are any thing but melancholy. There is both a sweeter and a softer spirit in them, than in either the hot summer, the bright spring, or the sharp winter. As the sun sinks behind the purple clouds, and the twilight haze gathers over the meadow—

"The lowing herd winds slowly o'er the lea;
The plowman homeward plods his weary way,
And leaves the world to darkness and to me."

There is something peculiarly soft and soothing in these autumn evenings. Our comet is gone; but it was never fiery and threatening. Its lambent tail seemed less solid than the white silk of a lady's dress, and its star was dim enough, when compared with the bright orb of Jupiter. Nevertheless, it was a very pretty little gem in the jeweled night. But how many bright diamonds, and rubies, and pearls are set in yonder firmament! Whoever delights to trace the families of the stars can do it here to admiration. Alexander Smith (the poet of stars) might be contented here. There is Jupiter, and Venus, and the Water-Bearer, and Cassiopea, and I know not how many other distinguished celestials, all sweeping by with their splendid trains; but, my dear Record, I ask your pardon. I forgot that your heart was insensible to poetry, and penetrable by nothing but *iron rails*. I must return to subjects suitable to the gravity and dignity of your employments.

Well, then, what think you of the money squall they have been attempting at New York? I will tell you what I think. It is all waste powder. It is impossible to get up a money famine in the present state of this country. It is too prosperous, and its prosperity is placed on too solid a basis to be disturbed by any breeze that can be got up among shavers and brokers. The power of that class of men is much less than it used to be. The country no longer responds to New York, but New York must respond to the country.—Every year accumulates capital in the great central States, and that capital must be paid in the Atlantic States by the purchasers of grain, meats, cotton, wool, butter, and cheese, to say nothing of smaller "truck." The cities of New York, Boston, and Philadelphia must pay the *country* about *thirty millions* per annum for *meats* alone. What do you think of that? They must pay *ten millions* per annum for the *bread* they eat. From these two items, you may form a general notion of what the grand aggregate will be, when you add in the entire consumption of the Atlantic cities, and the entire foreign export. In this export of eatables and wearables, the state of Ohio clears about forty millions per annum; and do you think there will be any great want of money out here while that is the case? No. The present flow of money is *to the interior;* and if the shavers in Wall street choose to get up a little squall for their own amusement, they can do so; but it will do little harm in the Valley of the Ohio.

I was greatly amused by a paragraph in some paper, that the New York Bankers had *shut down the gates*, and would advance no more money! I should like to know if *they* are the gentlemen who really *do* advance the money? If I am not greatly mistaken, Professor Mitchell got two million seven hundred and fifty thousand dollars in London, without asking leave of the N. Y. Bankers. And if I am not again mistaken, the Louisville and Nashville line got four millions also in London. And, I have an idea that I have seen advices from Europe, that such and such bonds could be negotiated there, if desired. In fine, anybody who has a thing worth buying, has the markets of the world open to him to sell it in, and it is superlative nonsense for a clique of brokers here, there, or anywhere, to say they will shut down the gates. They will shut nobody's gates but their own, and will never shut those till they have got no more money to buy with.

The *rise of grain* in Europe is not speculative, but arises from causes slowly but efficiently active. I can not predict prices; but I think there can be no doubt, there will be a foreign demand for all the breadstuffs we have to spare. The fear is, there will be too much demand. If the price of bread rises quite high, it will act against the construction of our railways, by raising the price of labor. To get labor is now the great requisite in the construction of railroads. The common price of labor now, is $1.10 per day. Should this rise materially higher, railway work will, in a great degree, be arrested. This is a much

more efficient cause of stopping public improvements than the want of money. A good *broad shovel* will bring money, even from Benjamin, the pawn broker. From the peculiar situation of our country, and the fact that railways are made cheap,—and the equally important fact that *business and property* are annually increasing at a most rapid rate,—a want of money, as it is called, is but a temporary thing. The balances of account are soon restored, and the accumulations of property soon supply the means. But, the want of labor, or the disturbances in the price and application of labor are different things, and much more difficult to manage. The worst and most decisive symptoms of inflation in 1836, was the high price of labor. The abundance of money no doubt causes a rise in labor; but, the principal cause of the rise is in the immense number of public works constructing at one time, and creating an excessive demand for labor, as compared with other employments. We have more to fear from that source than any other. It disturbs the regular course of other business, and diminishes the application of labor to agriculture and manufactures. Much as I desire to see the rapid advance of all good public enterprizes, I should rather see them delayed in time, and proceed more slowly, than that there should be great disturbance in the price and employment of labor. The laborer is no gainer by sudden changes. He is inflated with false ideas of living at one time, only to have a fall, or be thrown out of employment. The *strikes*, and such like movements of the country, are preparing the way for a downfall in labor, sooner or later.

Yours E. D. M.

Railroads.

MARIETTA AND HILLSBOROUGH ROADS.

CONSOLIDATION.

The Boards of Directors of these Companies have decided to consolidate these two roads, thus making but one interest and one management, subject however to the decision of the stockholders, who will meet at Hillsboro' and Chillicothe respectively, on the 20th of October next.

The work upon the Marietta line from Milford and Blanchester will be discontinued for the present; the remainder of this route will be prosecuted as before intended, and will be opened to Chillicothe by January next. The Hillsboro' road east of Jackson will be abandoned for the present, and a short line from that point to Charleston, will unite the two roads again; thus the coal region will be reached. Both lines unite at Blanchester and connect with the Little Miami road at Loveland.

Should this arrangement meet the approbation of the Stockholders, as it doubtless will, the value of the stock of both roads will be materially enhanced, while their value for freighting and transportation purposes will be equally increased.

Roads to the coal fields of Vinton and Jackson are much needed; this consolidation will tend much to their earlier completion.

LOAN NEGOTIATED.—J. B. Turner, Esq., returned to this city yesterday from New York, having negotiated in that city a loan of $325,000 to aid in the construction of the "Air Line" Road which the Galena and Chicago Company are building to Dixon. The particulars of the loan have not been made public, but we learn the terms are highly satisfactory to the Company. The bonds go out to England.—*Chicago Press 2d.*

RAILROAD TO BELOIT.—The Racine *Advocate*, states that sixteen miles of the road from that place to Beloit are now graded ready for the track, and that the contractor has purchased some locomotives and cars. It also states that the line from Freeport to Beloit is to be put under contract as soon as the surveys and specifications can be made.

LOGANSPORT AND CRAWFORDSVILLE R. R. CHANGE OF NAME.—It has been resolved by the directors of this road to change its name to that of *Crawfordsville, Logansport and Northern Indiana Railroad Company*, to consumate which change the necessary legal steps have been taken.

☞ The experiment with wood gas, at Wilmington, N. C., has entirely failed, and the company that built the works have determined to abandon that plan and adopt coal gas. They have employed Messrs. Perdicaris, Hoyt & Co., of Trenton, to build them such works as they want.

ALTON AND JACKSONVILLE RAILROAD SUBSCRIPTION.—The election held in Alton on Thursday, 15inst upon the question of authorzing a city subscription of $100,000 to the capital stock of the Alton and Jacksonville Railroad, resulted in a large majority for subscription.

AURORA EXTENSION RAILROAD.—This road was opened the distance of fourteen miles, from Aurora to Plano. The road being of the compound rail, was found very smooth.

The company sent out a first class car filled with the citizens, who enjoyed the ride very much. The work will be continued to La Salle, where it will connect with the Central Road.

MISSISSIPPI AND MISSOURI RAILROAD.—On the first of this present month ground was broken on this road at Davenport amid a concourse of some 2,000 citizens. Firing of guns music, orations &c. was the order of the day.

CLEVELAND, MEDINA AND TUSCARAWAS RAILROAD MEETING AT MILTON, WAYNE CO., OHIO.

Pursuant to previous notice, a large and spirited meeting of the citizens of Stark, Wayne and Tuscarawas, assembled at Milton on the 21st of July, to take active measures for the early completion of the Cleveland, Medina and Tuscarawas Railroad.

On motion, H. W. Stambaugh, Esq., was called to the chair, and D. B. Wyandt appointed secretary. H. Folty, Esq., of Dalton, one of the directors of the road then addressed the meeting at length, giving an able and interesting history of the past operations and future prospects of the road. The meeting was further addressed by Dr. S. Frease, of Sugar Creek Falls, H. W. Stambaugh and D. B. Wyandt, Esq. of Milton, Messrs. Welton and Burnet of Canal Dover, P. W. Bell of Bell's Mills and others, showing the advantages of the road—forming as it does, the only remaining link in a continuous chain of railway from Chesapeake Bay, via Wheeling, Toledo and Chicago to the Mississippi River—to the country through which it would pass, urging farmers and others to look to their interest in the matter, and not let the road fail of an early completion for want of their support, and pointing out the advantages of owning and controlling the road themselves, instead of having it in the hands of Wall-st. brokers.

On motion, a committee of 8 was appointed to solicit the subscription of stock to the road.

On motion, it was ordered that the proceedings of this meeting be published in all the papers that will do so.

The meeting then adjourned to meet again at Strawsburg in Tuscarawas Co. on the 29th.

The whole Sugar Creek Valley, from Dalton to Canal Dover, was represented by earnest men, and a commendable zeal was manifested by all.

The route between the points above named by way of Milton, which is nearly on an air line is most favorable, and if the interest manifested by the meeting may warrant a conclusion, the company will receive a most hearty co-operation from the people along the route.

W. H. STAMBAUGH, Ch'n.
D. B. WYANDT, Sec'y.

PIKE COUNTY, ILLS. R. R.—We learn that arrangements have been recently made to have an accurate survey of the line from Naples to Hannibal by a competent engineer, that the character and true merits of the route may be properly represented. The results will probably present a favorable line for the construction of a road quite as feasible as others now being built and passing through a beautiful section of the State, already well settled, with thriving villages, industrious citizens and exhibiting evidences of enterprise and energy that will ensure the construction of this road.—*Springfield Journal.*

SOUTHWESTERN RAILROAD, GEORGIA.

We have been favored with a copy of the sixth report of the President of this Company to the stockholders, under date of August 11, 1853, from which we gather as follows:

The earnings for the year have been,	$140,008 25
Current expenses.....	63,200 66
Gain.....	$76,807 59
Total increase of profit over last year is.....	5,340 83

A dividend of $4 per share, amounting to $25,032; and of $1.66 per share on the "Columbus Branch," amounting to $4,548.40, has been declared, leaving a surplus of $9,628.19.

These dividends do not reach the amount expected, being diminished in consequence of excessive rains in the fall of last year, and the breaking out of the small pox along the line of the road, which almost suspended business for a time when a large increase of transportation was confidently expected.

The road is now fully equipped; the Branch to Columbus completed, and the stock now merged into that of this road. The connections of this road from the west and south, now in course of construction, are numerous and valuable, and will pour a large amount of travel upon it. It is also proposed to continue this road through Southwestern Georgia, for which purpose preliminary surveys have been made.

The business of this road must increase.—The number of bales of cotton carried in 1852 were 45,476; in 1853, 38,834. This decrease was in consequence of the great freshet, and the prevalence of the small pox before mentioned.

The state of Georgia was one of the earliest to engage in railroad improvements, and has reaped the consequent benefits. That State is now crossed in almost every direction by the iron rail, and is becoming a largely producing one, the transportation facilities affording an easy outlet for all its productions.

☞ The Great Western Railway in Canada, leading from Windsor (opposite Detroit) to Niagara, is now complete about eighteen miles from Windsor, and it is intended to finish the whole by the 1st of January next. The whole distance 280 miles, (nearly a straight line throughout,) is to be laid with compound rail, and, it is predicted, will be one of the best railways on the American continent. The wire bridge over the Niagara, is in a good state of progress, and when the whole is completed, the time from Detroit to New York city will be made in twenty hours.

☞ The Bellefontaine and Indiana Railroad Company are erecting a machine shop and engine house at Galion—the former 226 by 65 feet, the latter 450 feet in circumference. A large passenger depot will soon be erected.

TO THE COMMITTEE OF THE NEWPORT BRANCH OF THE LOUISVILLE AND FRANKFORT RAILROAD.

GENTLEMEN:—Agreeably to your directions, I have caused surveys and a pretty thorough examination of the country to be made between a point on the Louisville and Frankfort Railroad, ten miles and a half from Louisville, near Hobbs' Station, to Newport, the maps and profiles of which are herewith submitted for your examination.

The lines surveyed and shown on the map are as follows:

Leaving the Louisville and Frankfort Railroad 10½ miles from Beargrass creek, at Louisville, thence in a direct line crossing the Louisville and Frankfort Railroad near O'Bannon's Station, and a little south of his house, to Floyd's Fork; thence up Floyd's Fork, to the North Fork; thence in a nearly direct line to Smithfield, passing under the Louisville and Frankfort Railroad. From this point to Eagle creek there are two different lines, one by way of Millcreek and the other by the way of Cane run.

The first line is straight to the head of Millcreek, crossing little Kentucky and Pigeon Roost Fork, and White Sulphur Fork; thence down Millcreek to the Kentucky river; thence up Kentucky river 1¼ miles, crossing it at Worthsville; thence up the north side of Eagle creek to near Elliston's, when it passes through the hill with a tunnel 1,200 feet long; thence down Elliston's Branch to Ten Mile creek; thence up Ten Mile creek to Vernon; thence to the village of Walton and the head of Bank Lick creek; thence down Bank Lick creek to the Licking river, crossing Licking, and terminating on the south side of the Ohio river near Wolf's mill, in the eastern part of the town of Newport.

The Cane run line is direct from Smithfield to the bed of Cane run, crossing little Kentucky, Pigeon Roost Fork, and two deep valleys, branches of Imlay's run, thence down Cane run, (which is very crooked, making heavy work, high grades, and one tunnel 300 feet long,) to the Kentucky river at a point near Lane's landing, when it crosses the river and follows up the valley of Eagle creek on the south side to Saunder's dam, when it crosses Eagle creek and unites with the former described line by way of Millcreek, and thence continues the same to Newport.

Another line, diverging from the first described line at the North Fork of Floyd's, following up Floyd's and a small branch to the Louisville and Frankfort Railroad at John Radford's farm; thence down Crabb's Fork to Drennon creek, down Drennon to Newcastle and Drennon Springs, and to the Kentucky river, which it crosses near Drennon Landing, and follows down the north side of the river, and connects with the Cane run line near Lane's Landing.

These surveys have been made under the immediate superintendence of Mr. T. Daniels, an engineer of much experience in the location and construction of railroads; and having been over nearly all the line myself, I am satisfied that the country has been as well examined and the lines as well selected, as the character of the country and other circumstances would permit, in the length of time that has been spent in doing it.

Nearly all the country between Louisville, Covington, and Newport is of a rough and hilly character; requiring a large amount of labor and engineering skill to a proper exploration and location of a line of railroad.

A further and more careful survey would undoubtedly result in a very considerable improvement of these lines, shortening the distance, reducing the grades, and cheapening the work. This remark will apply particularly to the Drennon route, where it is believed that a saving of from one to two miles in distance can be made, and at the same time improve the grades and curves, without increasing the cost of the work.

The object of these surveys having been to ascertain the practicability of building a railroad through this range of country, and to determine its length, grades and curvature, and the general character of the work, it has not been deemed advisable at this time to spend the necessary time and labor to prepare an estimate of its cost in detail. A glance at the maps and profiles shows the entire practicability of the work, at a cost at least as low as could have been reasonably expected by any one acquainted with the country between Louisville and Cincinnati.

The entire distance from Beargrass creek, at the east side of Louisville, to the Ohio river at Newport, by way of Millcreek, is 108¾ miles. Maximum grade, 57 feet per mile. There is less than 9 miles over 51 feet per mile.

By way of Cane run the distance is 108 8-10 miles. Maximum grade 60 feet per mile.

By way of Drennon creek the distance is 112 9-10 miles, which can be shortened probably two miles. Maximum grade 57 feet per mile, and less than 9 miles over 50 feet per mile.

From the above distances, 10½ miles must be deducted, being that portion of the Louisville and Frankfort Railroad between Beargrass and Hobb's Station, to show the length of road yet to build.

A survey has also been made of the river line between Louisville and Covington, or rather the most approved line as surveyed by the engineers of that company, has been retraced under the direction of Mr. Daniels.

In doing this, we are under obligations to the President of that company, who politely offered to furnish us any information desired to guide us in tracing their most approved line. The information furnished, from time to time, by the engineers of that company, aided our men very much in finding and following their best line.

This line starting from Covington follows down the Ohio river to Pleasant run; thence up Pleasant run to Gunpowder creek; down Gunpowder to the Ohio river; thence down the Ohio river to the Little Kentucky; thence up that stream and through Rowlet's Gap; thence down Patten's Creek to the Ohio river; thence down the Ohio river to Louisville.

Distance from Louisville to west line of Covington, as per report of survey.....	107.15 miles.
West line of Covington to east line of Newport.....	2.30 "
Total.....	109.45 "

Maximum grade 60 feet per mile.

Very respectfully,

S. MEDBERY, Chief Eng'r.

Zanesville, O., July 15, 1853.

☞ McDonough county, Illinois, has given a vote of 1200 in favor of $100,000 subscription to the Quincy and Galesburg Railroad.

RAILROAD EARNINGS.

HUDSON RIVER RAILROAD.

The receipts of this Company for August were	$130,627 76
Same month, 1852	99,454 97
Increase over 31 per cent	$31,172 79

ERIE RAILROAD.

The receipts of this road were, for the month of—

August, 1853	$403,683 72
August, 1852	313,601 71
Increase	$90,082 01

LEXINGTON AND FRANKFORT RAILROAD.

The receipts of this road for four months ending August 31st last, were as follows:

Passengers	$15,311
Freight	17,654
Mails and miscellaneous	889
Total	$33,854
For same period last year	26,881
Increase	$6,973

LOUISVILLE AND FRANKFORT RAILROAD.

The receipts of this road for the month of August, 1853, were as follows:

Passengers	$11,563 47
Freight	8,560 32
Freight on railroad iron	1,566 60
For carrying mails	400 00
For express freight	135 00
Total	$22,225 39

OHIO AND PENNSYLVANIA RAILROAD.

The receipts on this road from Crestline to Pittsburgh, for the month of August, foot up as follows:

August, 1853	$66,930 28
August, 1852	33,494 66
Increase	$33,435 62

MAD RIVER RAILROAD.

The earnings of this road are as follows:

August, 1853	$65,507 33
August, 1852	38,533 20
Increase, 70 per cent	$26,974 13

MILWAUKIE AND MISSISSIPPI RAILROAD.

The receipts of this road for August last amount to $18,254.71, an average of more than $700 a day.

	1852.	1853.
Passengers	$3,047 33	$8,782 40
Freight	2,570 89	9,472 30
	$5,518 22	$18,254 71
		5,618 22
Increase		$12,636 49

DETROIT AND PONTIAC RAILROAD.

The earnings of this road for the month of August, 1853, are as follows:

Freight, passengers, &c	$9,550 73
Do do 1852	4,134 33
Increase, 131 per cent	$5,416 40

THE GREAT WESTERN RAILROAD.

We call the attention to the Opelousas and Great Western Railroad, which is being prosecuted, perhaps, with more vigor and activity than any other under contract in the South or West, excepting only the Jackson Road. As an evidence of what has been done, we may state that thirty one miles, to Bayou des Allemands, are continuously graded with the exception of a few stations, which will be finished within the next thirty days. The rails are being rapidly laid down from the several points on that line. Between the Bayou des Allemands and the Lafourche, a distance of fifteen miles, some ten miles of the grading have been done, and the completion of that unfinished portion, together with the balance of the entire division to Washington, in the Parish of St. Landry, where the lines intersect the valley of the Red river, including a branch of twenty miles, has been contracted with those well known and reliable contractors, Bates, Benson & Co., who have engaged to deliver to the Company, on the 1st January next, the first sixty-six miles to Tigerville, on the Bayou Black, which will open up the rich and productive districts of Lafourche and Attakapas, and the entire line to Washington Branch inclusive, to be completed and ready for locomotives and cars on or before the 1st of January, 1855.

This contract includes the entire completion of the road ready for work, viz.: bridging, except the Lafourche and Berwick's Bay, grading, wooden superstructure, track laying, &c.; the Company only furnishing the iron and equipments. More than one half of the road to the western boundary of the State will then have been accomplished at a cost of $3,300,000. To carry it on further, and into the state of Texas, there will remain to the Company a considerable balance, to which our Texas friends must make some additions, and thus co-operate in the work which, of all others that have been projected into their State, from Mississippi, has advanced further toward completion, and will come sooner into active use. The first link in the iron chain which is to bind the Mississippi to the Pacific shore.—*Bee*,

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Shelby Railroad, Ky.—At a meeting of the Board of Directors of this Company, the following resolution was unanimously adopted:

Ordered, That the President and Directors of the Shelby Railroad Company will not enter into any arrangement or consolidation with the Louisville and Frankfort Railroad Company that will locate the proposed branch railroad through Shelby county, in the direction of Knoxville, Tennessee, unless the same is placed upon the present location of the Shelbyville Railroad from Hobb's depot to Shelbyville, and thence upon the best practicable route through the county in the direction of Harrodsburg.

A true copy from the minutes.

W. G. Brush, Sec'y.

Madison and Lake Erie Railroad.—At a large and enthusiastic meeting of the citizens of Madison, Ia., a few evenings since, it was unanimously resolved that the subscription of that city to this road be increased from $200,000 to $400,000. A committee was appointed to take the necessary steps to secure the additional subscription.

SANDUSKY & OHIO RIVER PROPOSED ROAD.

A meeting was held at Lexington, Ia., on the 25th ult., in relation to the connection of the Ohio river at the Falls, with Lake Erie at Sandusky, via Eaton, O., and Lexington, Ia., at which the following spirited resolutions were passed, viz.:

Resolved, That the citizens of Scott county do not intend to be behind their neighbors in the endeavor to add to the general prosperity of the country; and to that end will contribute at least in proportion to their ability, to the various public enterprises of the day pertaining to their locality.

Resolved, That we deem next in importance to the Fort Wayne and Southern Railroad, a road extending from Sandusky City, or some other point on Lake Erie, to Eaton, Ohio, thence to the Falls of the Ohio, uniting at Lexington with the former road, and running thence to the river on a common track—or a separate track on the same road bed.

Resolved, That in the event of said road connecting at Lexington as above indicated, the citizens of Scott county will subscribe at least fifty thousand dollars to the stock of such company; or, if a larger sum be necessary, will do their best to raise a little more than any other point where a connection would be practicable.

Committee of correspondence, and delegates to the meeting held at Muncie on the 6th inst., were appointed, and the meeting adjourned.

Lawrenceburgh and Upper Mississippi Railroad.—The election for officers of this Company, held on the 5th inst., resulted in the re-election of the old Board.

The road from Shelbyville to Indianapolis is completed within one and a half miles, and but some 12 miles of the entire line remain to be completed ere the road will be in running order throughout.

The energetic officers of this road deserve great credit for the manner in which they have pushed it to completion between Indianapolis and the Ohio river. It only remains for them now to find some eligible means of entering our city, to give them one of the best paying lines in the West.

Union Depot at Dayton.—From a friend just returned from Dayton, we learn that the several companies centering there have decided to erect a union station depot house on the space known as the "Phillips Ground."

In none of our cities was a house more needed than in Dayton. Heretofore, passengers were compelled to get out of and into the cars, exposed to the weather, whether raining or shining, much to their discomfort.

Cincinnati, Logansport and Chicago R. R.—This road is being rapidly pushed to completion, and will be shortly opened to Hagarstown, to New Castle by 1st November, next, and to Logansport as soon thereafter as the rails can be laid. The rolling stock will be ready for use as soon as the road is ready.

ATTICA AND ALLEGHENY VALLEY R. R.

From an article which appears in the N. Y. *Times*, and from some statements which we have collected, we are enabled to lay the following facts before our readers, concerning the Road in progress of construction from Buffalo to the Coal regions *via* Attica.

The road from Buffalo meets the Attica and Allegheny Valley Road at Arcade, Wyoming county. It is all under contract, and the work entered upon. From Attica the road runs southerly through Varysburgh, Johnsonsburgh, North Java, Arcade, Machias, Franklinville, Humphrey, Allegheny, Olean and Mill Grove in McKean county, Penn. The whole distance is 70 miles, and the road has been taken to build and equip for $1,500,000---the company paying the contractors $200,000 cash, $500,000 in bonds and $800,000 in stocks. The right of way has been secured from Attica to Arcade, a distance of 25 miles----17 of which are already prepared for laying the rails and the remaining 8 nearly so. This part of the road can be completed in two months, there being 1400 men on the work. Iron for the track is contracted for, deliverable at Attica by Nov. 1st, at $67 per ton. Ties are distributed along the whole line at the rate of $26 40 per mile. The road unites with the Allegheny Valley Railroad, from Pittsburgh and it is estimated that coal can be laid down in Rochester and Buffalo for $2 50 per ton, including cost and transportation.

By this route, also, the distance is materially shortened from Pittsburgh and the Southwestern States----avoiding the circuitous route by the way of Cleveland—and will be as important on account of passengers as for its freighting business.—*Rough Notes.*

BUFFALO AND PITTSBURGH RAILROAD.—The Buffalo *Rough Notes* says: The following resolution was adopted at a late meeting of the directors of the Buffalo and Pittsburgh Railroad Company :

WHEREAS, The route via Aurora and Yorkshire, and the one via Boston and Springville, have been carefully and critically examined, in order to ascertain the relative advantages of each for the construction of a railroad, in point of grades, curves, cost of construction, time and expense of running, &c., &c., and the former one being found to possess superior advantages over the latter, and being strongly recommended by the engineer; therefore,

Resolved, That the route via Aurora, Wales, Holland, Sardinia, Yorkshire, Machias, Ellicottville, and Great Valley, to a point on the State line in the valley of the Tunangwant creek, in the town of Carrollton, and county of Cattaraugus, presents the most feasible and practicable route for the construction of the Buffalo and Pittsburgh Railroad, and that the same be and hereby is adopted as the route for said road.

PEORIA AND OQUAWKA RAILROAD.—From our exchanges we learn that the track has been completed on this road some four miles, and that an excursion train filled with the citizens of Peoria has passed over that distance. It is expected to complete the road to the coal bank in a very short time, when business will be commenced upon the line.

NORTH MISSOURI RAILROAD.—We learn that the first experimental survey of one of the contemplated routes of this road, will run from St. Charles in an almost northern line, to within a few miles east of Warrenton; six miles north of Danville, in Montgomery county; not touching any portion of Callaway; thence to Mexico, in Audrain county, making that point a depot; and thence on the "divide" to Bloomington, in Macon county, intersecting at that point with the Hannibal and St. Joseph Road. There are three routes to be surveyed, and this is the first one, under the charge of Mr. Alderson. A second line will be run up the Missouri river, following the bluff above high water mark, until it reaches the Warren county line, or thereabouts, when it will diverge from the river.—The third will take a *middle* course, following the "divide" between the tributaries of the Mississippi and Missouri rivers. These surveys completed, the Company will take the best one.

JUNCTION IND. RAILROAD.—This road connects Hamilton with Indianapolis via Oxford Connersville & Rushville. The Junction Road, proper, is only between Hamilton and Rushville. At this last point it unites with the Cincinnati Indianapolis and Chicago Road, which leads to Indianapolis via Morristown, and thence to Chicago, via Lafayette and the New Albany andSalem Road to Michigan City, on the Michigan Central Road. The Junction Road is progressing rapidly. Its Eastern termination is at Rossville, where it crosses the River by a viaduct and Bridge 1. 317 feet long, and 50 feet above low water. The land portion of the viaduct is 670 feet in length, and consists of 16 arches, each of 34 feet span, built of cut stone. It crosses three streets by two spans in each street, and at an elevation of 46 feet over the lowest street.

COVINGTON AND OHIO RAILROAD.—We learn from the Kanawha *Republican*, that of the 45 miles of the Covington and Ohio Railroad, between the mouth of Big Sandy and the Kanawha rivers, 32 miles are now in the hands of contractors, and they have all commenced work on their respective contracts. Large companies of laborers, mostly Irish, have within a few days, passed Charlestown, on their way to the work now in progress.

ATLANTIC AND OHIO RAILROAD.—We learn that this company is now fully organized, William Neil of Columbus is President. The following gentlemen comprise the Board. William Neil, Jacob Perkins, D. K. Carter, John Miller, Joseph Ridgway, William Dennison Jr. and J. F. Bartlett.

The full particulars of the intended route connections &c. of this line will be found in No. 19 of the *Record* page 291.

RAILROAD CONVENTIONS IN ALABAMA.—We note the call for a railroad convention to be held at Tuscaloosa, Ala., on the 22d inst., the object of which is the most practicable connection with the railroad improvements west and east of that city, as well as connection with Northern Alabama, and that the style of the proposed road be the "Alabama Central Railroad."

Invitations are extended to all who feel an interest in the extension of railroad facilities through Alabama. At Gordo, Pickens Co., on the 29th of July, the following pithy resolution was unanimously passed, viz.:

"*Resolved*, That we have a railroad!"

On the 10th ult. a very full meeting was held at Carrollton, in relation to a railroad connection between the Mobile and Ohio, and the Tennessee and Selma Roads, at which much enthusiasm was manifested, and a determination to have the connection evinced.

The spirit of "progress" is abroad in the State. We hope it will continue until the necessary roads are built.

GREAT WESTERN RAILROAD, OHIO.—The Norwalk *Reflector* Informs us that a railroad company has been recently organized at Milan, under the name of the Great Western Railroad. The Board of Directors was chosen July 27th, and consists of the following persons : Hon. E. Andrews, E. B. Atherton, H. Chase, J. C. Lockwood, D. Hamilton and John Smith, Esq., of Milan, and Dr. John Clark, of Brunswick. The officers of the Board will be appointed as soon as some of the Directors, who are now in New York, return. The Company organized under the general railroad law, with a capital of $4,000,000, which will probably be increased. The charter permits the Company to build a road from Hudson, Summit county, Ohio, to the State line west, passing through Milan and is to touch the State line at a point on or near a direct line with Hudson, Milan and the southern point of Lake Michigan. The citizens of Milan have subscribed $100,000 stock in this road.

ROCK RIVER VALLEY UNION RAILROAD DIRECTORS.—The following persons were elected Directors of the Rock River Valley Union Railroad Co., at the meeting at Janesville, on the 1st, inst :

A. Hyatt Smith, J. B. Doe, T. Jackman, and W. A. Lawrence, of Janesville ; S. F. Butterworth and W. Ward, of New York ; W. M. Cook, of New Jersey ; M. J. Thomas, of Fond du Lac, and Hon. Robert J. Walker, of Washington City.

☞ We learn from the Toledo *Blade* that the contract for grading the Air Line Road, so called, from the Junction of the Auburn and Eel River, and Northern Indiana Roads in DeKalb County, in Indiana, to Goshen, Indiana, fifty miles, was let on Friday last to Messrs. Grant, of Medina, New York, and Daniels & Allen, of Lenawee County, Michigan.

A New Pacific Railroad Project.—We find the following going the rounds of our exchanges:

The Savannah *Courier* says: We learn that a distinguished gentleman of this State, who recently visited Europe, has succeeded in organizing a Company, with a capital of ten millions sterling, for the purpose of establishing a more direct route of transportation thence between New York, San Francisco, and China. The object of the Company is to construct a railroad direct from Savannah to Pensacola, Mobile, and New Orleans, and another road from the Gulf to the Pacific.—The connections on the Atlantic, and the Gulf of Mexico, are tobe made with first class steamers — the time between San Francisco and New York to be reduced to from 15 to 18 days. We give the rumor as we received it, without pretending to be minute in the details. We have no reason to doubt either the organization of the Company or the practicability of the scheme. It is indeed a magnificent project, and will accomplish at one half the cost all that is contemplated by the great overland route. If carried into execution, it will make Savannah the Queen City of the South, and place her at once upon the great thoroughfare between China and Liverpool. Extensive as this scheme appears to be, it is destined to be carried into execution, because it is demanded by the commerce of the world.

Oakland and Ottawa Railroad.—The agent of this Company has recently returned from Europe, having been entirely successful in effecting a contract for as much of the iron as the Company desired to procure at the present, and in negotiating a loan of $3,000,000 on favorable terms. He has contracted for 6,000 tons of iron, at $46.50 per ton, one third to be paid in the bonds of the Company, and two thirds in cash. The conditions of the loan are two thirds of the amount, ($2,000,000,) in the Company's bonds, and one third, or $1,000,000, in the stock of the road. The balance of the iron required for completing the whole line could have been contracted for at the same rate and upon the same terms, had the Company desired it at the present time. The loan was negotiated with the same parties as the loan for the Great Western Road.

The bonds are to be taken at par, bearing 6 per cent. interest, and the iron is to be delivered immediately. These are much more favorable terms than the most sanguine friends of the enterprise could have hoped.—*Detroit Tribune.*

☞ Judge Fishback has just returned from the railroad meeting held at Winchester, O. He states that Mr. Gore made a report, full of calculations, evincing great labor and ability. The distance from Locust Grove to Cincinnati is put at 71½ miles. The total cost of construction, excluding machinery, is estimated at something short of two millions. A committee of three, Dr. E. Sharp, Judge Fishback, and J. A. Penn, was appointed to correspond with the Steubenville and Maysville Company, interchanging views on this subject. The result of this correspondence will be published in due time, and a general meeting held at Williamsburg.

Pittsburgh and Steubenville R. R.—It would seem that Virginia has awakened at length to the fact of this road being constructed across the "pan handle" portion of that State. Brooke county Circuit Court has cited the parties to show cause why criminal proceedings should not be filed against them for illegally building a road in defiance of the Legislature of that State.

The defense relied upon, it seems, are the facts of ownership of the property, the consent of the county authorities to cross the county roads, and that all railroads are post routes. How it will result, we can not guess.

Indiana Central Railroad.—We learn that this road will be completed from the Ohio State line to Indianapolis on Monday, (12th inst.,) with the exception of three miles between Greensfork and Centerville, where the work is very heavy. This portion will not be completed under three weeks. In the mean time, passenger trains will be put upon the route through, (passing this break of three miles by means of omnibuses.) When the road is completed, the trip from Cincinnati to Indianapolis, via Hamilton, Eaton, and Richmond may be made in about four hours.

A New Car Coupling.—The present mode of coupling cars is very awkward and not always safe. George A. Wagner, of Addison, Steuben county, has invented a very simple substitute, in the form of an iron tongue which slides into the coupling frame, and is attached or separated by the movement of a lever which rises to the platform. The connection or separation is effected instantaneously.—But the most important feature of the invention is that if a car turns over, the tongue immediately slips out, leaving the deranged car disconnected. We understand that this improvement is to be very soon tested on the Central line. We think it will work.—*Albany Eve. Journal.*

Fare to Baltimore and Philadelphia. The Richmond, Fredericksburg and Potomac Railroad Company gave notice that they would be prepared, on and after Monday the 15th ult., to issue through tickets from Richmond to Baltimore for $6, and to Philadelphia for $8. The traveler can now overcome the distance between Richmond and New York in twenty hours, at a cost of $10, and not exceeding $11, the difference depending on which of the two trains are taken at Philadelphia.

☞ The efficiency of the signal system on railroads was proved on Saturday last, on the Hudson River Road. An axle of a car in a train was discovered, near Oak Hill, to have become heated to such a degree that it melted. Immediately a brakeman jumped from the cars, exhibited the red flag, and in a moment, for miles distant, red flags were raised by the flagmen. notifying danger.—Trains approaching were warned and stopped until the disabled car was switched off, and the train passed safely on its way.—*Albany Atlas.*

The Central Ohio Railroad.—The election for Directors took place at Zanesville on Tuesday last. The following ticket, was elected by a very decided majority:

John Sullivan, George James, Stephen R. Hosmer, Joseph Thomas, James L. Cox, and John Peters, of Muskingum; D. W. Deshler and Samul Brush, of Franklin; George B. Wright, of Licking; Nehemiah Wright and John Welsh, of Belmont; John Hall and Moses Sarchet, of Guernsey.

Wabash and Eel River Valley Railroad from Logansport to Covington, Ia.—The recent election for officers of this road, resulted as follows: President, Joseph Ristine; Vice President, Graham N. Fitch; Secretary, Samuel Favorite; Treasurer, R. Hetfield.

Dayton Broad Gauge Road.—We learn that the surveys of this road are progressing rapidly. The line from the north will strike the Mad River Road at Osborn, and run parallel with the track of that road thence to Dayton.

☞ Upon the Michigan Central Railway shade trees are planted at the stations; at every depot there is a small but handsome park; at some depots, two or three, with trees of quite large growth, and casting a refreshing shade.

An Improved Carriage Spring. — The *Home Journal* notices, among the notions on on exhibition at the Crystal Palace, the following:

"Hubbard's carriage spring seems to be a very admirable contrivance. Mr. Hubbard, a Yankee, doubtless, abolishes all the old complexibilities, and simply rests the body of the carriage upon four straight sticks of elastic ash, which extend from axle to axle. The under part of the vehicle is rounded; and the thing is so managed that the springs *can not* break unless they are pulled asunder lengthwise. The advantages are, a saving of twenty-five dollars in expense, and fifty pounds in weight, besides greatly increased luxury of motion. The simplicity of this improvement is another illustration of the old remark, that the best way of doing things is always found out last. Mr. Hubbard tells with much humor a story of a boy at Cleveland, who, after examining one of the new carriages, turned away with a contemptuous remark, that "any fool might have thought of *that*," — precisely the effect which very happy inventions always produce upon the mind at first. The new springs are applicable to vehicles of every description, not excepting railroad cars.

ACKNOWLEDGEMENTS.

The American Journal of Science.—The September number of this valuable Journal under the direction of the Messrs. Silliman and Dana, came duly to hand. It contains, as usual, a large amount of valuable scientific intelligence, correspondence, &c., from the pens of some of the most celebrated savans of the age.

Communications.

For the Railroad Record.

THE BEST PREVENTIVE FOR RAILROAD ACCIDENTS.

The following pithy and somewhat pungent article is from the pen of a gentleman of large experience in railway travel, and is the result of close observation. We fully indorse his sentiments, that safety upon railways can only be hoped for when the "educated mind" shall control the operations thereupon, and trust that the day is not far distant when such will be the case. He says:

It is a conceded truth—the world is to be governed by *educated mind*. And is not *machinery* to be governed by educated mind!

Before proceeding further, it may be well to define what is understood by educated mind.

Mind unfolded in the line of its *own original* thought.

To illustrate: The lad whose bosom swells big with emotion at the sound of the steam whistle, or at the stately tread of the giant steed whose track is adamantine, whose sinews iron, whose breath fire, should be educated an engineer, or in accordance with his own native ideas; practically educated, an education of real growth, a training which will ripen with his years. Fresh from the school of experience, he acts more from the impulse of divine intuition than from actual sight.

Place such minds in charge of our railways, and the *absolute* sway of mind over matter would have a living demonstration. How is it now?

Conceding all honorable exceptions, and I speak from observation, minds, without reference to qualifications, serve in the office of fireman a brief period, and are promoted to engineers. Applicants for conductorships, make a few trips under the tuition of the more experienced, and are declared competent to take charge of the movement of a combination of wheels and levers, without having given a thought to the first principles of their operation.

Any specimen of a man is caught up for brakeman; serves his day, gets his dollar, and is off for *better* pay. For flagmen, cripples. Switchmen, blockheads — because their *labor is cheap*.

Now, so long as this course is tolerated by the public, the cry of the orphan and the wail of the widow will multiply in our land; and the dead and mangled forms of our citizens will continue to be swift-winged witnesses against this reckless indifference.

Railroad men of America! it is a fearful thing to fall into the hands of outraged public sentiment. Reform; — your own *interset* is against you — public sentiment is waxing warm — a growing intolerance is speaking through every journal in the land; — the stifled voice of blighted hopes, the murmur of crushed affections around the family altars of poverty and of opulence, call you to penance.

Do you still inquire for the remedy? *Educated Mind*. But ah! that makes you *feel* in the pocket..

Educated mind, responsible men, you say, will not serve for small pay. True. And do you add: It is overturning our whole system of *economy*, which is our pride and boast. It will cut down our ten and twenty per cent. dividends. It will lessen the fat salaries of our officers. It wont do;—the remedy must be sought in some other quarter.

Well, seek on; — Congress will speak to you through legislation, and you will be compelled at last to seek exemption from the ruinous penalties of violated law in the sanctuary of *Educated Mind*.

A Passenger.

Miscellaneous.

PAPER MADE OF WOOD.

M. Gras de Georsdorf, near Warnebrunn, presented to the Society of Natural Sciences, of Bonn, specimens of paper and of pasteboard made of the wood of the *epicea*, commonly called pine. The process by which it is made is still a secret, but we are enabled to present a few details of the operation.

The wood is pounded and bruised to a white paste by hammers, then bleached with chlorine and put into a tub, where it undergoes the same process as ordinary pulp. It can be manufactured by itself, or combined with pulp made from rags. It is necessary to select the trunks of the trees that have not passed the age of eighty or a hundred years; trees older than this are too unyielding and too resinous. The quality of the paper is fully equal to that of the article manufactured from rags, either for printing or writing.

Such a discovery as this would necessarily cause a great reduction in the price of paper, and consequently in the price of books, pamphlets and newspapers. That such a discovery may be made no one can deny, if he reflect on the great changes that have been made since the times of the Greeks and Romans, whose libraries consisted of manuscript volumes written on parchment carefully rolled up, and whose only means of obtaining daily news was from private letters or verbal reports.—*American Daily Times*.

Difference in the Comparative Time of a number of cities, as exhibited in an ingenious table in *Gleason's Pictorial:*

When time is 6 o'clock 4 minutes A. M., in New York, it is—

In New Orleans	4.46 A. M.
Rome	11.50 A. M.
Eastern Isles	3.53 A. M.
Lisbon	10.38 A. M.
Bombay	4.51 A. M.
Kamskatka	9.50 P. M.
Rio Janeiro	9.08 A. M.
Monterey	3.58 A. M.
Nankin	6 55 P. M.
Otaheite	5.01 A. M.
Mexico	4.24 A. M.

CAUSES OF SCARCITY OF SILVER.

This is a subject which comes home to the feelings of every one who rides in an omnibus or buys his sugar by the pound. Mr. D'Israeli appears to have hit upon the causes of the scarcity, which he declares to be the following: First, while the annual production of gold has quadrupled, the yield of the silver mines has remained stationary; and as the influx of gold has given an immense expansion to business of all kinds, and increased the demand of every commodity, silver, being no more plentiful now than formerly, has become proportionally scarce. Secondly, in Holland, and some other European States silver is the standard of value; and hence the excess of exportation to those countries over the importation from them, has to be paid for in silver coin. Thirdly, and chiefly, in India gold coin is not known among the natives, from whom the commodities of commerce are purchased, nor is gold in that country a legal tender; and as the excess of Indian exportation over importation is exceedingly great, there is an enormous drain of silver from Europe and America to pay for the excess. In the year 1852, England alone sent fifteen millions of dollars in silver coin to India. Mr. D'Israeli proposes as a remedy to the growing scarcity of silver, that gold be made the standard of value, and a legal tender, throughout the British possessions in the Oriental world. That done, perhaps it will not be necessary for store keepers to ladle out three cent pieces when a small sum is to be subtracted from a five dollar bill; and one may ride down town without being horror stricken at the discovery that he has no sixpence. Both are consummations devoutly to be wished.—*Home Jour*.

☞ The Bank of England never issues the same note a second time. It receives in the ordinary course of business, about £800,000, or $4,000,000 daily, in notes; these are put up in parcels according to their denomination, boxed up with the date of their reception, and are kept ten years, at the expiration of which period they are taken out and ground up in the mill, and made again into paper.— If, in the course of ten years, any dispute in business or lawsuit should arise concerning the payment of any note, the bank can produce the identical bill. To meet the demand for notes so constantly used up, the bank has its own printers, its own engravers, all at work under the same roof; and it makes the machinery by which the most of its own work is done. A complicated but beautiful operation is a register extending from the printing offices to the banking offices, which marks every sheet of paper which is struck off from the press, so that the printers can not print a single sheet of blank notes that is not recorded in the bank. On the same principle of exactness a shaft is made to pass from one apartment to another, connecting a clock in sixteen business wings of the establishment, and regulating them with such precision that the whole of them are always pointing to the same second of time!

Junction Indiana Railroad.— Subscriptions to the stock of this road have reached nearly a million of dollars. The work is progressing. It will connect with the Cincinnati lines at Hamilton.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Akron Branch of Cleveland and Pittsburgh ..	.....	....	....		
Alabama and Tennessee	1st mortgage, convertible till 1872.....	7	1872	98	100
Alton and Springfield.....	.....	8	1865		
Baltimore and Ohio.....	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed.....	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1890	95¼	97
Do do	.....	6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi.....	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne.....	.....	....	....		
Cleveland, Columbus, and Cincinnati.....	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning	.....	....	....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible.....	7	1861	99	100
Cleveland and Pittsburgh.....	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855.....	7	1861	108	110
Cincinnati, Wilmington and Zanesville.....	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago	.....	....	....		
Columbus and Lake Erie	.....	....	....		
Columbus, Piqua and Indiana.....	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington.....	1st " " till 1862.....	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan.....	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	.....	....	....		
Detroit and Pontiac.....	.....	....	....		
Eaton and Hamilton.....	1st mortgage	7	1862	84	87
Eaton and Piqua.....	.....	....	....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.....	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857.....	7	1862	85	87
Frankfort aad Lexington.....	1st " "	6	....		
Franklin and Warren.....	.....	....	....		
Galena and Chicago Union	Pledge of 2d section, convertible.....	10	1853–6	125	130
Do do do	" 3d " not convertible....	6	1862	98	100
Greenville and Miami.....	.....	....	....		
Illinois Central.....	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin.....	.....	10	....		
Indiana Central	1st mortgage, convertible.....	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine.....	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio).....	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie.....	.....	....	....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy	.....	....	....		
Lexington and Danville.....	.....	....	....		
Little Miami	No mortgage, convertible 1852–4.....	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville.....	.....	....	....		
Mad River and Lake Erie.....	1st mortgage, convertible till 1855.....	7	1855–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati.....	1st " convertible.....	7	1868	95	97
Maysville and Big Sandy.....	.....	....	....		
Maysville and Lexington.....	1st mortgage, convertible.....	6	1870	88	90
Memphis and Charleston.....	.....	....	....		
Michigan Central.....	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857.....	8	1862	103	105
Mobile and Ohio.....	.....	....	....		
Do do Paducah Branch	.....	....	....		
Nashville and Chattanooga	.....	....	....		
New Albany and Salem.....	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie.....	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible.....	7	1855	97	98
Do do	Convertible till 1861.....	7	1871	92	93
Do do	" " 1862.....	7	1862	92	95
Northern Indiana.....	1st mortgage, not convertible.....	7	1860	104⅜	105¼
Do do	2d "		....	93¼	94
Ohio Central.....	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east " .	7	1864	103	105
Ohio and Indiana.....	1st " "	7	1867	97	99
Ohio and Pennsylvania.....	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible . ..	7	1872	93	95
Ohio River and Wabash	.....	....	....	95	98
Pacific, Mo	.....	....	....		
Panama	1st mortgage, convertible.....	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	100	102
Pennsylvania.....	1st mortgage, convertible till 1860.....	6	1880	107	109
Peru and Indianapolis.....	1st " convertible.....	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible.....	7	1872	98	100
Sandusky and Mansfield.....	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley.....	.....	....	....		
Southwestern, Tennessee	.....	....	....		
Sangamon and Morgan, or Great Western....	.....	....	....		
Springfield and Columbus.....	.....	....	....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton.....	.....	....	....		
Terre Haute and Richmond.....	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "		....	90	95
Vicksburg, Brandon and Jackson.....	.....	....	....		
Virginia Central.....	.....	....	....		

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Akron Branch of Clevel'd & Pittsb'h..			
Baltimore and Ohio	100	68	70
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown.....			
Buffalo and Pennsylvania State Line ..		125	130
Central Military Tract.....			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago...			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton.....	100	107	110
Cincinnati, Indianapolis and Chicago..			
Cincinnati, Logansport and Chicago ...			
Cin. Wilmington and Zanesville.....	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas...			
Cleveland, Painesville and Ashtabula.	100	137	140
Cleveland and Pittsburgh.....	50	93	94
Cleveland and Mahoning			
Clinton Line.....			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana.....		102	103
Columbus and Xenia.....	50	118	120
Covington and Lexington.....	50	72½	74
Covington and Ohio, Va			
Dayton and Michigan.....	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac.....			
Eaton and Hamilton.....	25	68	70
Eaton and Piqua.....			
Erie and Northeast.....		124	125
Erie and Kalamazoo.....		95	100
Evansville and Illinois.....			
Fort Wayne and Mississippi.....	50		
Fort Wayne and Southern			
Franklin and Warren.....			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph.....			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	68	70
Illinois Central.....	100	123	125
Illinois and Wisconsin.....			
Indiana Central.....	50	90	92
Do do 10 per cent	50	90	93
Indianapolis and Bellefontaine	25	100	102
Indianapolis and Lafayette.....	50	76	80
Jeffersonville and Indianapolis.....	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie.....			
Lake Erie, Wabash and St. Louis.....			
Lawrenceburg and Upper Mississippi .	50	70	73
Lexington and Frankfort.....			
Lexington and Danville			
Little Miami.....	50	118	120
Logansport and Pacific.....			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville.....	100		
Macon, Georgia		108	109
Mad River and Lake Erie.....	50	88	90
Madison and Indianapolis.....		84	85
Marietta and Cincinnati	50	70	75
Marion and Mississinawa Valley.....			
Maysville and Lexington.....		60	75
Maysville and Big Sandy			
Memphis and Charleston.....			
Michigan Central.....		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio.....			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana.....		123	124
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	93	95
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama.....		108	109
Parkersburg, or Northwestern Va.....			
Pennsylvania	50	97	98
Peru and Indianapolis.....	25	68	70
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana.....			
Southwestern, Tenn.....			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus.....			
Steubenville and Indiana			
Terre Haute and Alton.....			
Terre Haute and Richmond.....		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson.....			
Virginia Central.....			
Xenia and Columbus.....		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¼
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	104	105
Pittsburgh	6	1869-71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	116½	118
Kentucky Trust Co	100	102
Farmers' Bank of Kentucky	106	108
Newport Safety Fund Bank	100	102
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem	½ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par.	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 00½
American, old	1 04	@	1 06
Portuguese	1 00	@	1 03

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

CINCINNATI, Wednesday, Sept. 14, 1853.

50 Shares	City Insurance Stock	passed.
44 "	Covington and Lexington Railroad Stock, with $75 int	72 00
50 "	Eaton and Hamilton Railroad stock, with dividend since July, bid	66 50
100 "	Cincinnati, Hamilton and Dayton R. R. stock	passed.
67 "	Indianapolis and Bellefontaine Railroad stock, bid	101 00
11 "	Lawrenceburgh and Upper Mississippi Railroad stock with int. from July 7th, 1852, bid	73 00
28 "	Junction Indiana Railroad stock	passed.
100 "	Mad River and Lake Erie Railroad stock, bid	86 50
32 "	Little Miami Railroad stock, bid	117 75
2 6 per cent.	Bonds, $1000 each, Covington and Lexington Railroad, with 12 mos. int., 10 years to run	passed.

MONETARY.

The Money Market at the East is very active, the demand being fully equal to the supply. The out of door rates have been 7 ℔ ct. on call, 8@10 ℘ ct. for prime paper, and from 10@15 ℘ ct. for second and third class paper. The Banks are discounting a small proportion of their receipts only.

The steamer's news of the rise in bread stuffs caused a proportionate rise here, which, after the first excitement had subsided, was not sustained.

One cause of stringency is the large amount of funds accumulated in Government Treasury—now amounting to $29,679,000—of which there is at New York $9,079,000. The locking up of such an amount of the business means of the country can not but cause a stringency.

Stocks have been somewhat more active, but not so much so as to create any material change in our quotations. Erie has sustained itself, and seems to be regaining the confidence of capitalists under the new management. Second mortgage bonds payable in 1883, to the amount of $1000, were sold a few days since at 105.

We note that heavy amounts of the Baltimore and Ohio Railroad Stock are constantly changing hands.—We note sales of some $21,000 from 61¼@62.

Crystal Palace has declined to 92.

Exchange is heavy. Best Banker's names rate at 109@109¼ cash.

The Coinage at the U. S. Mint for the month of August was as follows:

GOLD.	Value.
83,730 Double Eagles	$1,674,600
22,005 Eagles	220,050
26,860 Half Eagles	134,300
108,264 Quarter Eagles	274,660
215,121 Gold Dollars	215,121
Total	$2,518,731
In bars	605,188

SILVER.

368,000 Half Dollars	$184,000
2,324,000 Quarter Dollars	581,000
590,000 Dimes	59,000
520,000 Half Dimes	26,000
Total	$850,000

COPPER.

559,460 Cents	$5,594 60

GOLD BULLION DEPOSITED.

From California	$4,469,000
From other sources	43,000—$4,512,000
Gold in July	3,505,331
Gold in August	4,512,000
Silver Bullion Deposited	860,000

At the West, money is scarce, not equal to the call of the market. Prime paper is abundant at 1 ℔ ct., out of door rates. The Banks are doing but very little in the way of discounts.

The Stock Market is quiet. Our quotations will exhibit what changes there have been made since our last. The consolidation of the Marietta and Hillsboro' Roads has had a beneficial effect on the stocks of these roads; those of the latter have advanced on the market; of the former there are none offering.

Exchange we quote at ¼ @ ½, and heavy at that.

We are much pleased to be able to announce that Jas. C. Hall, Esq., is improving rapidly, and there is every prospect of his entire recovery.

☞ At the meeting of the Board of Directors of the Peru & Indianapolis Railroad Co., on Wednesday last, says the Howard County *Tribune* of the 6th inst, we understand that a proposition was received from the Madison & Indianapolis Company to consolidate the stock of the two companies, forming a through line from Madison to the point agreed upon as the terminus of the Peru road. A committee was appointed to confer with a committee of the Madison Board at Indianapolis on Tuesday last.

Toledo and Cleveland Railroad Bridge.—Rapid progress is being made in the construction of the bridge across the Maumee river. There will be five stone piers, We are informed by Mr. W. Stone, contractor for masonry, that the bridge will be finished by December 1st.—There is to be a draw of sixty feet to admit the passage of boats. The Span of the bridge from abutment to abutment, will be about 780 feet. The wood work is to be constructed by Messrs. Thatcher & Burt, and Howe's Patent Truss the style. It is to be seventeen feet above the surface of the water. The entire cost is estimated at $65,000, When finished it will be an ornament to North-Western Ohio.—*Toledo Republican.*

☞ V. K. Stevenson, Esq. President of the N. and C. Railroad, passed through this place last week en route to Nashville. He had been several weeks in New York negotiating Bonds.

We learn that the work on the Bridge across the Tennesee river is progressing very well, and the enterprising Superintendent, Mr. Hight, expects to have the work ready for the cars by Christmas. The Road from the bridge up to this plaae will be entirely finished about the same time.—*Chattanooga Gaz.*

"MAIL BALLS"---SOMETHING PRACTICAL.

In this day of "progress," we commend the following, from the St. Louis *Intelligencer*, to the serious consideration of our readers:

Let every true lover of "progress" read the following letter from a scientific citizen of Chicago. The concluding proposition is worth at least two thousand speculative essays on the subject, and we should exceedingly like seeing it responded to from some quarter, in the same spirit:

Editor St. Louis Intelligencer:

In a late number of your paper I saw a short editorial relative to a new method of mail conveyance, "by means of tubes, balls, and atmospheric pressure." I would have been much pleased to have seen a more detailed description of the plan. The drift of your remarks encourages the practical instead of the more verbal handling of the subject. The people, you remark, are no longer deterred from entertaining a new project by its awe-inspiring magnitude, or its threatenings of revolution in any department of human activity. All they want to know is, firstly, whether it is practicable; and secondly, will it pay. So far as the first question applies to Mr. Post's project, a good many affirmative opinions have been expressed by scientific practical men, while as yet no one has been willing to risk his reputation by a decided negative.

Sir, I *risk* nothing in the opinion that the time is not distant when the system of "'Mail Balls" will stand in advance of that of the Magnetic Telegraph, and second to none except steam navigation, or perhaps railroad transportation. As to the very important consideration of speed, it is probable that forty miles the hour will be the maximum for *safety* on the most improved system of railroads.—The telegraph is admitted to be a valuable, instantaneous vehicle of thought: yet it is deficient in several valuable traits of character. It is a partial, expensive, open sheet, incapable of conveying the private feelings of one friend to another. Did our present mail establishment convey unsealed documents only, its duration might readily be predicted; and should the "Balls" once be put into practice, with all the mechanical accuracy of which the principle is susceptible, the "lightning messenger" would speedily dwindle to an instrument of limited agency. The "Balls" would afford a perfectly safe and almost lightning speed, and like the telegraph, there would exist no jeopardy of life or limb, as adjunct in the establishment.

Anemometric experiments give for natural currents of air 124.5 miles the hour, with 62.5 lbs. pressure per square foot. Air rushes into a vacuum with a velocity of 1,295 feet per second, or 1,000 miles in 67 minutes.—The free expansion of condensed air or fired gunpowder is 7,000 feet per second. Balls projected by gunpowder or compressed air have moved from 1,000 to 2,000 feet per second; the mean velocity (1,500) would be at the rate of 3 13-25 seconds per mile, or 1,000 miles in 58⅔ minutes. It is a maxim in gunnery that long bores or tubes give greater velocity than short ones.

There can be no question that condensing engines may be constructed which would drive "mail balls" of six inches diameter, weighing ten pounds, at the rate of 2,000 miles per hour. Ratio: cars one mile, balls fifty miles.

The "balls," it is probable, when loaded with mail matter, would not weigh over five pounds each; then, with a deduction of fifty per cent. of speed, there would remain 1,000 miles per hour.

The writer will back his faith in the importance of the "ball" principle, with a proposition that he will "co-operate" with a "company" that may be formed, as an experiment, "looking into" the merits of the invention, to the amount of two thousand dollars, which shall be deposited in the Bank of Missouri. Very respectfully,

D. L. KIMBALL, Civil Eng'r.

Chicago, July 25, 1853.

VIRGINIA DEBT AND RESOURCES.

An exhibit of the public debt and resources of the state of Virginia has just been prepared for the financial public by the bankers of the Commonwealth, Messrs. Selden, Withers & Co., of Washington City. In it the debt, present and contingent, is classified, and very properly made distinct in its objects and securities; and it is certainly a matter of surprise, on looking over the statements now for the first time set forth, that so little pains have been taken heretofore to place the subject in its proper light. The existing debt, on the 25th of March last—although nominally nearly sixteen millions dollars—is reduced, by a representation of old and valuable, and uniformly dividend-paying bank stocks, to an internal improvement debt of $10,553,615; and of this sum, $6,134,645 is, properly, a canal debt, incurred in the construction of the Great Kanawha and James River Canal—leaving of the debt

Productive railroad objects	$3,011,668
Miscellaneous and non-productive	1,387,302

The State, by recent acts of legislation, determined to extend and encourage a more general and complete system of railway improvement; and to this end fixed upon three fifths, or 60 per cent., of the aggregate cost of each trunk line to which she proposes to extend her aid, as the basis of a direct issue, or contingent loan of credit and public faith. The aggregate cost to the State of this system, in any possible or contingent event, (the whole calculated to be completed in three years, and much of it rendered productive before the expiration of that period,) is $11,854,737; of which, on the 25th of March, $3,288,663 was known to be direct and certain, the remainder left to the claims which private or corporate enterprise may hereafter make on the commonwealth for her three fifths aid to certain trunk lines of railway contemplated by the acts of the legislature. *Washington Union.*

NAVAL ARCHITECTURE.

A VESSEL CUT IN TWO.

A very important and successful experiment was tried on the 5th of July, at the arsenal of Mourillon, under the direction of the distinguished engineer, Mr. Dupuy de Lome. The following details are given by the *Toulonnais:*

"The Eylau, a vessel of 100 guns, the hull of which, on the stocks at Mourillon, is nearly finished, has been sawed across its greatest transverse section, and greatly lengthened by letting its after part fall back. It gains by this enlargement about 700 tons, and sufficient space between decks to admit an engine of 900 horse power, and the necessary fuel for the development of this enormous force.

The difficulty which the removal of the after half of the vessel, with reference to the forward part, which remained immovable on the stocks, consisted in preventing too rapid descent — the distortion of the sides — and a sensible deviation from the axis of elongation, which it was necessary to preserve, in order that the central part which is about to be constructed, may correspond entirely with the other two. It was in order to insure this triple result that M. Dupuy de Lome arranged the ways in a manner as simple as it was ingenious, and which succeeded to the entire satisfaction of the numerous spectators whom so interesting an experiment had attracted to Mourillon.

The vessel was cut by a saw, and presented to the eye only the almost imperceptible space left by the blade that divided it from the top of the deck to the bottom of the keel.—The after part, firmly seated upon its carriage, as soon as the fastenings were removed, gently and steadily glided down upon its ways.

Upon the signal being given, the men began to work the screws, slowly at first, and afterward more rapidly, and this enormous structure, this half a vessel, was seen to separate from its forward part and descend without the least shock, and stop, with the greatest precision, at the place intended by the engineer.

The operation commenced at eight o'clock in the morning, and was finished at eleven, without the least accident, and, to some extent, without the least apparent effort.—*N. Y. Daily Times.*

FIREMEN OF PARIS.

The soldier costume of the firemen, or sapeurs-pompiers, is a showy serviceable uniform. It has probably too much of the military character, and there may be a greater dash of the soldier in the battalion than necessary, but no soldiers were ever much better employed than are those of this corps.—Their principal barracks, (they are under military discipline,) are in the Rue de la Paix, near the Place Vendome, and one or more of them is constantly on guard there, provided with a formidable musket, to which is attached a sword bayonet. The battalion is 636 men strong, officers included, and is divided into four companies. One hundred and thirty-four men are on duty every day in the theaters, and the remainder are at the guard-houses of the different arrondisements. This little corps of 636 men forms the entire fire department of Paris, a city with a population of 1,053,362 souls in 1851; and when contrasted with the thousands who compose the volunteer departments of our American cities, it stands pre-eminent. The sapeurs-pompiers make but little noise at fires, but work. They are active, skilful, and courageous; and when a fire is discovered, commence operations on principles of engineering. They never put water on if it can be avoided, and when they enter a house where fire is, they rip off all the wood work that is in danger, and throw it into the streets. For this purpose they are provided with large pincers and small crowbars. If the flames have progressed, they use water, and only as much as will suffice.—They make it a point to preserve property from both elements, and by their admirable organization succeed. Large conflagrations, or even fires in which more than one house is destroyed, are very rare in Paris. These firemen are protectors, and the system on which they are trained and act is almost faultless.—*Correspondence of the N. Y. Courier.*

THE STRASBURG CLOCK.

The priest and military have retired, and I am now sitting in a chair facing the gigantic clock—from the bottom to the top not less than one hundred feet, and many strangers are waiting to see the working of this clock when it strikes the hour of noon. Every eye is upon the clock. It now wants five minutes to twelve. The clock has struck, and the people are gone, except a few whom the sexton, or head man, with a wand and a sword, is conducting around the building. The clock is struck in this way: The dial is some twenty feet from the floor, on each side of which is a cherub or a little boy with a mallet, and over the dial there is a small bell.—The cherub on the left strikes the first quarter, and the one on the right the second quarter. Some fifty feet above the dial, in a large niche, is a huge figure of Time, a bell in his left, a scythe in his right hand. In front stands a figure of a young man with a mallet, who strikes the third quarter on the bell in the hand of Time, and then glides with a slow step round behind Time; out comes an old man, raises his mallet, and places himself in front of him. As the hour of twelve comes, the old man raises his mallet and deliberately strikes twelve times on the bell, that echoes through the building, and is heard round the region of the church. Then the old man glides slowly behind Father Time, and the young man comes round again.—Soon as the old man has struck twelve and disappeared, another set of machinery is put in motion, some twenty feet higher still. It is thus: There is a high cross with an image of Christ on it. The instant twelve has struck, one of the apostles walks out from behind, comes out in front, facing the cross; and walks round to his place. As he does so, another comes out in front, turns, bows, and passes in; so twelve apostles, figures as large as life, walk around, bow, and pass on. As the last appears, an enormous cock, perched on the pinnacle of the clock, slowly flaps his wings three times, so loud as to be heard outside the church to some distance, and so naturally as to be mistaken for a real cock.—Then all is silent as death. No wonder this clock is the admiration of Europe. It was made in 1500, and has performed these mechanical wonders ever since, except about fifty years, when it was out of repair.

ASHCROFT'S
METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

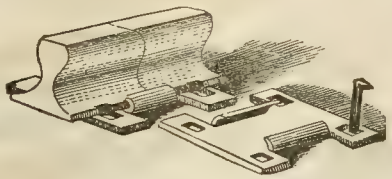
BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
tmr24 9 and 11 West Second St., Cincinnati.

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
† No. 25 South Charles Street, Baltimore.

OFFICE OHIO & MISSISSIPPI R. R. CO.,
CINCINNATI, AUG. 6, 1853.

Notice is hereby given that in pursuance of a resolution of the Board of Directors of the Ohio and Mississippi Railroad Co., an instalment of five dollars on each share will be payable on the 6th day of October next, being the 6th instalment.

By order of the Board.
au25 H. H. GOODMAN, Secretary.

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.
Pittsburgh, Pa., August 15, 1853.—au18-3*

Office Cin., Ham. & Dayton R. R. Co.,
CINCINNATI, Aug. 9, 1853.

THE Directors of this Company have this day declared a dividend of Five per cent. on their capital stock, payable to the stockholders registered in Cincinnati on demand; and to those registered in New York, on and after the 25th inst., at the office of the Ohio Life Insurance and Trust Co., in New York. FRANK S. BOND,
au18-1* Secretary.

INDIA RUBBER
RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.
au18-3*

CARDS.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

OFFICE OF
Marietta and Cincinnati R. R. Co.,
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
No. 21 West Fourth St., bet. Main & Walnut,
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broad.. ıy
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GEORGE MILNE. GEO. M. REED.
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WESTERN BANK,
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Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.
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Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
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Constantly on hand, Bank Note Paper, made to order of a superior quality.

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All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

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Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

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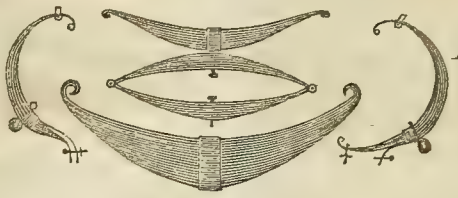
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LOCO-MOTIVE  AND CAR SPRING

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Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

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All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

General Map Establishment,

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E. MENDENHALL,

MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

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And Railway Machinery of every Description,

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FOR SALE.

A Taylor Cylinder Printing Press,
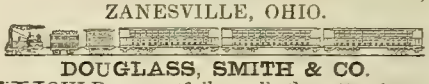
With Bed 33 by 50 Inches.

THIS Press was fitted up with great care, has been carefully used, and is now in as good order as when new. Original cost, $2000 — will be sold for $1500. For further particulars inquire of J. A. & U. P. JAMES,

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ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

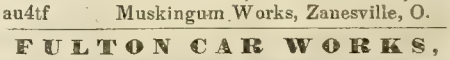
BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

FULTON CAR WORKS,



CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

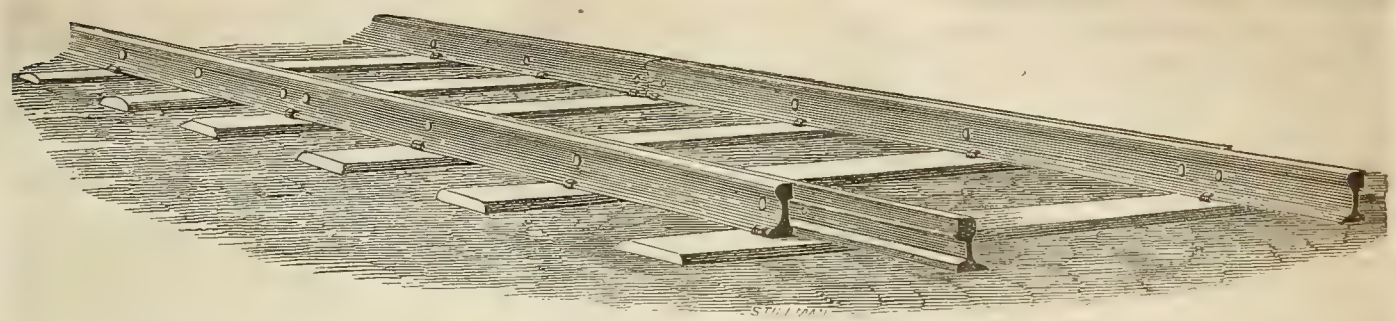
WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,

†ap14. Fulton Car Works, Cincinnati, Ohio.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

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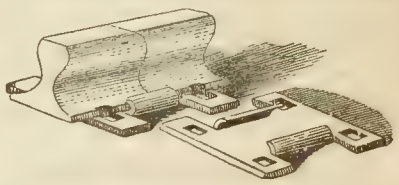
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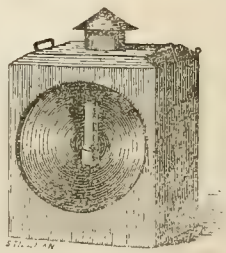
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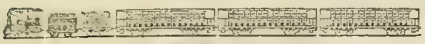
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au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34¼ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex ...7½ " "
Third Train—Hillsborough Train.....3 " P. M.
Fourth Train—Evening Express .....5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7½ o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7½ o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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RAILROAD RECORD.

AND

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No. 30. CINCINNATI, THURSDAY, SEPTEMBER 22, 1853. Vol. 1.

THE

Railroad Record

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E. D. MANSFIELD, EDITOR.
For TERMS and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For ENGINEERS seeking employment: RAILROAD COMPANIES desiring assistance; CONTRACTORS, MANUFACTURERS OF RAILROAD MACHINERY, IMPROVEMENTS, &c., &c., offers inducements unequaled by any other journal at the West.

Being devoted to Railroad and Manufacturing interests, its circulation, now rapidly extending, is largely among those connected with these interests, and presents at ready and efficient means of bringing to the notice of persons interested all new inventions, improvements, &c.

For terms of advertising, &c., see last column of the last page.

RAILROAD CONSOLIDATION; MARIETTA AND HILLSBOROUGH LINES.

It has seemed to us very evident, that many of the railroad lines recently undertaken, might very profitably be united with others which pursue nearly the same course. In many instances, local rivalry has instigated the commencement of long lines, when short branches would have answered the same purpose. This error begins to be seen, and, as money grows scarce, will be seen much clearer. Two consolidations have taken place, which may serve as salutary examples to other parties. The two Lake Shore lines through Sandusky and through Norwalk have been consolidated, and as they are also good local routes, the union will, beyond doubt, be profitable. The other instance is that of the *Cincinnati and Marietta* and the *Cincinnati and Hillsborough lines.* The consolidation is made by the directors, but we cannot doubt its confirmation by the stockholders, when they know that the effect of the consolidation is to raise the value of their stock.

The *terms* of the consolidation, we understand to be these :

1*st.* The two companies to be consolidated (dollar for dollar for stock) on equal terms ; under the title of the Cincinnati and Marietta Railroad Company. The two boards of directors to resign on the confirmation of the agreement, and a new board to be chosen.

2*d.* The consolidated company to finish the Hillsborough road to Jackson, the two roads to be united at Hamden, in the county of Vinton, about eight miles from Jackson.

3*d.* From Hamden east to be one line, uniting with the Baltimore road at Marietta, or wherever the best point can be found, and the Ohio bridged.

4*th.* From Blanchester to Cincinnati, the best route to be taken, for which preliminary surveys are now making. It is uncertain, whether the best route will be by Milford or Lovelands.

The result of this arrangement will be, that from Hamden to Marietta, by far the most expensive part of the whole route, there will be but *one* trunk ; and from Blanchester to Cincinnati, also very expensive, there will be but *one* trunk. Between Blanchester and Hamden, the middle section, there will be but *two* lines. The Eastern line will be about 72 miles, the Western 35 miles, and the Middle 77 miles. There will be 108 miles of single line, and 77 miles of double.

The construction of the *double* line or middle section will be no pecuniary disadvantage, but rather the reverse ; for both the routes, by Chillicothe and Hillsborough, pass through a very productive and populous territory, which will make a large local traffic. In addition to which, the coal business will employ both lines in winter, to great profit. The middle section is also the cheaper ; so that the consolidated company will be decidedly better off for having a *double* line, on its middle section.

There are about 55 miles of new road to be made on the Hillsborough extension, which will probably cost a million and a half of dollars. This, with the Cincinnati depot, stocks, &c., will require about two millions of additional means. There will be another million and a half of the Hillsborough stock, so that the entire cost and consolidated capital will come to about *nine millions.* The consolidated company, however, have five *millions* of actual capital, and *two millions and a half* of bonds sold, so that a million and a half only will be required to carry out all the objects of the consolidation. For this no company in Ohio offers so much solid stock, and there can, of course, be no difficulty in obtaining the additional amount required.

When finished, the *Cincinnati and Marietta* Company will have 340 miles of well constructed durable road, most of it laid with the compound rail, on a solid bed, capable of being run with great rapidity. The road will run through seven counties of Ohio, alike productive in grain, coal, and iron, containing 150,000 inhabitants. It is obvious, that with these resources—if the great cities of Philadelphia, Baltimore, and Cincinnati (which it connects) were left out of view—this road would do a very profitable businesss. With its connections, however, it can have no superior.

We congratulate the stockholders of both roads upon this happy termination of a rivalry alike useless and unprofitable. The directors deserve credit for having yielded their local views to the public good. It should now be the object of all parties to finish and put in operation both lines, as speedily as possible.

Railroads.

PACIFIC RAILROAD.

COST, OUTFIT AND PROFIT.

It has now become a fixed fact that this road will be built, either with Government aid or without. Numerous projects have been discussed as to the routes, starting points, &c., but no definite action has been taken yet, as all seem, by common consent, to await the reports of the several parties sent out by Government to explore the routes. In the meantime, all information as to the probable expense of constructing and running such a road is desirable, as giving data for calculations of revenue and facilities of transportation.

Among the mass of matter written upon the subject, we find the following:

Estimates of Mr. Norris of the cost of construction, locomotives, cars, and personelle of the road, and the net profits thereof.

Estimate of cost for running a passenger train from St. Louis to San Francisco — say 200 passengers, distance 2,000 miles — the train consisting of—

4 first-class passenger cars	$8,000
1 baggage car	1,500
1 mail car	1,500
1 22 ton engine and tender	8,500

The train to run the average rate of 20 miles per hour, including stoppages; performing the whole distance of 2,000 miles in 100 hours; 13 locomotives will be required for this duty, each locomotive running 153 84-100 miles, which will be considered a day's duty, with new sets of hands for each locomotive, the cars to run through.

Wages of 13 engineers, 153 84-100 miles	$3 00		$39 00
Wages of 13 firemen	1 50		19 50
Do conductors	2 00		26 00
Do baggage masters	1 25		16 25
Do brakemen	1 00		13 00
Wood for fuel and firing up, 63 7-10 cords	2 00		127 40
Water used, 60,000 gallons, 10 cts. per M			6 90
Oil for engine and tender, 19 6-10 gallons	1 25		24 50
Oil and grease for cars			7 10
Repairs and renewal of engine and tender, 9c per mile			180 00
Repairs and refitting cars, 9c per mile			180 00
Hands at depot and extra engines,			75 00
Interest on first cost of 13 engines and tenders and 6 cars, allowing 6 days for a trip			145 80
Total			$860 15

Now $860.15 is the full cost of running a passenger train of 200 passengers 2,000 miles, which includes every expense of motive power, with interest on cost of engines and cars. The sum of nine cents is nearly two cents per mile more than the average cost per mile for repairs of locomotives on the roads of the United States. The wages are high, and the wood $2 per cord.

Cost per passenger of 2,000 miles is $4.30, or a small fraction over two mills per mile for each passenger.

The revenue from the road would be as follows allowing only four hundred passengers per day. This would give in a year, 146,000 passengers at $60, $8,760,000. Allow $50,000 per mile of road, equipped and ready for use—2,000 miles, at $50,000 per mile, $100,000,000.

Interest on cost of road, &c., at 6 per cent	$6,000,000 00,	
Cost of running 700 trains per year,	627,909 50	
Total		$6,627,909 50
Add superintendence, office expenses	30,000 00	
Total		$6,657,909 50
Revenue for 400 passengers daily for one year		8,760,000 00
Deduct int. on $100,000,000	$6,000,000 00	
Deduct cost trains and superintendence	657,909 50	
		6,657,909 50
Revenue over and above 6 per cent.		$2,107,909 50

From this estimate, the road would pay 8 1-10 per cent. on a capital of $100,000,000, for passengers alone. In all cases, large allowances have been made, and in no instance can the cost exceed the estimate. The allowance of only four hundred passengers daily betweea the two points—St. Louis and San Francisco—is a low estimate of travel. The revenue from freights, mails, and gold would swell the receipts to a much larger amount. And I have no hesitation in saying that the road, if built, will pay as well, if not better, that any of the New York roads.

SEPTIMUS NORRIS,
Civil and Mechanical Engineer.
Philadelphia, Aug. 10, 1853.

Major Norris is a well known experienced engineer, and is fully competent to estimate the cost of such an undertaking with a close approximation to the truth. From his estimate it appears, aside and apart from the great social, moral, political, and commercial benefits that must accrue to the country at large by the construction of such a road, it has, also, that first great necessary element of all Yankee undertakings "It will pay," even as a private speculation.

It is a great national measure, and must be treated as such. Indeed, it is quite as necessary to our continued peace and prosperity, and even to our national existence, as it is to the commercial interests of the country at large.

In no way can the protection of Government be so effectually and economically given to the Pacific States as by the building of this road; and in no way can foreign aggression be more readily and effectually met upon those shores than be means of this road.

Then we say let it be built, and that too by liberal grants of Government aid, as being at once the most economical plan for maintaining its authority in that distant section of our widely extended Union.

FREMONT AND INDIANA RAILROAD.—From Sandusky to Union, via Fremont, Findlay, Lima and St, Marys, is now under contract to Messrs. Doolittle & Shoemaker, of this city, and is to be completed within the ensuing eighteen months.

LOUISVILLE, MADISON & LAKE ERIE R. R.

The Madison and Lake Erie Railroad is intended to commence on the bank of the Ohio river at Madison, and to run from thence on an air line as nearly as may be, to the Ohio State line, in the direction of Eaton. At the State line an Ohio company is in readiness to extend the road to Sidney, or some other suitable point, where a junction will be effected with roads leading to Toledo, Sandusky and Cleveland, and with the Pennsylvania and Ohio road leading to Pittsburgh. Near Eaton, a junction will be made with the Ohio central lines to Columbus, Newark, Zanesville and Wheeling.

The distance from Madison to the Ohio State line, by the proposed route, is about sixty miles; and the estimated cost of the road fully equipped, is $1,500,000. Of this sum the city of Madison has subscribed $400,000, and it is confidently expected that the individual subscriptions in Madison and along the line will be soon increased to the amount of $400,000, making a capital stock to begin with of $800,000, or more than one half the cost of the road. With this amount of stock, the company can go to work, with the certainty of pushing their road to completion without embarrassment or delay.

The Louisville and Covington company, by carrying their road, or a branch of it, to the Ohio river opposite Madison, will place Louisville in connection with the Madison and Lake Erie road, and give her one of the best, quickest, and most direct routes to the North and East that has ever been presented. By erecting the freight and passenger depots of the two roads on the banks of the Ohio river, immediately opposite each other, the ferrying can be done at an inconsiderable expense and with more celerity than at any other railroad crossing between Wheeling and Cairo.

When these roads shall be completed, passengers who leave Louisville in the morning will reach Toledo, Sandusky, Cleveland, Pittsburgh, or Wheeling, the same afternoon and evening; and in fifteen or twenty hours more they can be in New York, Philadelphia and Baltimore; and those who leave New York, in the morning will dine next day in Louisville.

This route must and will become the grand thoroughfare to the North and East from all the immense country South and West of Louisville. It will be an important link *in the longest chain of railroads in America*, stretching from New-Orleans and Mobile on the South, to the extremes of civilization on the North. The trade and travel that will flow upon it cannot be otherwise than immense beyond calculation.

These roads, now about to be built, are essentially Louisville roads, and it is clearly the interest and the duty of the corporate authorities and the people of Louisville to afford them every possible encouragement.

Perhaps it will be found neither necessary nor expedient for Louisville to take stock in the Madison and Lake Erie road; but if our city can facilitate the progress of that road by endorsing its mortgage bonds, or lending its credit in some other suitable manner, this kind of aid should be promptly and cheerfully proffered.—*Louisville Courier.*

☞ The subscriptions in Paris, Jennings county Ind. to the Fort Wayne and Southern railroad, amount to $64,000. Excellent for a small village.

PANAMA RAILROAD.

From a Correspondent of the New York *Courier and Enquirer*, we gather the following particulars relative to this road. Five miles more of the track are nearly ready for the cars, and would have been in use ere this, but for the bridge over Chagres river having been swept away. The bridge is nearly rebuilt, and ere the close of the year, it is expected that the road will be completed to Cruces, thence a good road to Panama will make the crossing of the Isthmus tolerable, inasmuch as the boating upon the Chagres river will be dispensed with.

From Cruces to Panama but little has been done towards grading the road, the contractors have thrown up their contracts, and the company have been compelled to resume the work. Plans are in operation for procuring men, and Col. Totten hopes to have the work completed within the ensuing year.

Ohio and Mississippi Railroad.—The first rail upon the eastern end of this road was laid near the Sylvan House, just west of this city, on Friday last, and was made an occasion for speechifying, and the other usual concomitants of similar events.

Thus, the first rail has been put down upon a line that will, doubtless, eventually unite us with the Pacific ocean. Who can predict the benefits that will result to Cincinnati from the completion of this one line?

Crayons for Writing on Glass.—These Crayons are made as follows: 4 parts of spermaceti, (or stearine,) 3 parts of tallow and 2 parts of wax are fused in a cup; 6 parts of minium and 1 part of potash are then stirred into it, the mass kept warm for half an hour, and then poured into glass tubes of the size of lead pencils; after rapid cooling, the mass may be screwed up and down in the tube, and cut to the finest point with a knife.

By means of this Crayon, anything may be written on clean, dry glass.

The Chilicothe, Jackson and Gallipolis Railroad has just been completed, and opened from Chillcothe to Jackson C. H., and the event duly celebrated by the assembling of some five or six thousand people—eating a good dinner, listening to good speeches, &c. The road will soon be pushed on to Gallipolis, and the branch of our Covington and Ohio Railroad, designed to connect with this Ohio road through Point Pleasant, should, without fail, be provided for by our next Legislature.

We take the above from the Kanawha *Republican*. The opening of the Road from Chillicothe to Jackson is news to us; and will doubtles be news also to the citizens of Chillicothe and Jackson. Our friend of the *Republican* must hurry up *that* connecting line from Point Pleasant, or Charleston will not reap the benefit of the opening of this (imaginary) road.

NEW RAILROAD CAR SEAT.

A day or two since, we examined a new seat for Railroad Cars, the invention of Mr. David H. Wiswell of this city, which, in our judgment, and that of men more competent to decide upon its utility, will, at no distant day, come into general use. Its construction is simple and its advantages over the old-fashioned seat, are many and great. In appearance it is similar to the common seat, and it can be moved with the same ease and readiness. In addition to this the back of the seat, by a very simple and ingenious contrivance, can be placed at any angle, at the pleasure of the person occupying it, and a head rest, which when not needed, is put down entirely out of the way, can be elevated at any desired angle, forming, altogether, the nearest approach to a couch, of anything we have ever seen, intended for Railroads. Placed in a proper position, a person can sleep on this seat, nearly as easily and well as if in bed.

This seat takes up no more room than the ordinary one now in use, and costs no more in its construction. Besides being adapted to Railroad purposes, this improvement must come into general use in the construction of Barber's and Dentist's chairs, easy chairs for the sick, Parlor chairs, &c., &c., as the position of the occupant can be readily changed at pleasure. It has been examined by several gentlemen connected with the Railroads here, and pronounced by them to be well adapted to the purporse for which it is intended. A chair which may make night traveling in the cars comfortable, or at least endurable, has long been a desideratum, but until the appearance of this article, we had seen nothing by which that end could be attained, except at the expense of too great a loss of space, and time in arranging it. These difficulties are obviated by Mr. Wiswell's invention. All that is necessary to bring it into immediate and universal use, is to place it at once before the public. We understand that it is the intention of the gentlemen owning the patent, to have a car fitted up with these seats, for use on some of our Roads we have no hesitation in saying, this valuable improvement will at once commend itself to public favor. One of the seats is now to be seen at the store of Messrs. Candee, Renwick & Co., No. 72 Main street, where all those interested in such matters should call and inspect it. Having been patented only last year, no time has yet been given to extend a knowledge of its value, but we hope no further time will be lost in making an experimental test of its importance.—*Detroit Tribune.*

☞ Dr. Graham President of the Board of Public Works, of Virginia will shortly advertise for proposals to furnish the State with railroad iron, car wheels ,&c., to be manufactured at an establishment to be located in the western portion of Virginia.

☞ The railroad from Indianapolis to Shelbyville is finished. The Jeffersonville company will run their trains all the way through from Jeffersonville to Indianapolis, for the present, via Shelbyville. This will make the route somewhat longer; but this will be compensated for by their being no change of cars as heretofore at Edinburgh.

Junction, Ohio, & Toledo, Norwalk and Cleveland Railroads.—These two lines are now consolidated under the general name of The Cleveland and Toledo Railroad.

The late Junction Road is known as the *Northern Division*, and the Toledo and Norwalk road as the *Southern Division*.

Through trains are now in full operation over both lines,

In the consolidation, which took effect on the 1st inst., the stock of the Toledo, Norwalk and Cleveland Road was admitted at $1.50 and that of the Junction Road at par. The dividends of the former road, from the time it was opened, to the first of September, a period of seven months, were declared to be a fraction over 19 per cent.

The following Board of Directors was elected for the consolidated Roads, on the 2d inst., viz: Samuel F. Vinton, E. Lane, C. K. Boalt, Ohio; Edwin C. Litchfield, New York; William Jarvis, Middletown, Connecticut; John Stryker, Rome, New York; E. B. Litchfield, New York. The Board elected Mr. Vinton as President, and E. B. Litchfield Treasurer.

Louisville and Memphis Railroad.—A reconnoisance is now being made by a competent party of engineers, employed by the Louisville and Nashville railroad company, of a route to connect Memphis with that road at Bowling Green, This route passes through or near Dover, Tenn., Lafayette, Elkton, and Russellville, Ky. A large and enthusiastic meeting was held at Lafayette, Christian county, on Saturday last, and steps taken to secure if possible the route through that town. *Russellville Herald, Sept. 7th,*

Dayton Broad Gauge Road.—Stock to the amount of $100,000, has been subscribed in Akron, to the Broad Gauge Road, and on Monday last a meeting of the Directors, in connection with a portion of our citizens, was held at Franklin, and the whole matter was satisfactorily arranged. The road passes through town, alongside of the Cleveland, Zanesville, and Cincinnati Road, crossing it near the bridge on Market street; the depot grounds being, probably, a little west of those occupied by our present road. This decision is one of great importance to this town and county.—*Akron Beacon.*

Cleveland and Mahoning Railroad.—This company have been compelled, says the *Plaindealer*, to change the grade of their track at the intersection with the Cleveland, Columbus and Cincinnati Road, near the Walworth run. The Cleveland, Columbus and Cincinnati Road has a sharp curve within a few rods of the crossing, so that the safety of the traveling public demanded this change. It will now pass fifteen feet above that road, at the same point as formerly located, This will be abundantly high for the free passage of cars upon the other road, and out of the way of collisions, smash ups and all that. This calls for a greaetr amount of work upon this end of the road, more filling and more bridging.—

RAILROAD EARNINGS.

GALENA AND CHICAGO UNION RAILROAD.

The earnings of this road for the month of August are,

Freight	$27,925 54
Passengers	20,277 09
Mails	766 67
Total	$48,969 30
The same month last year,	
Freight	$22,780 51
Passengers	16,611 67
Mails	766 67
Total for August, 1852	$40,158 85

Increase for August, 1853, $8,810, 45, or 22 per cent. The road was in running order the same distance during both seasons

CLEVELAND AND PITTSBURGH RAILROAD.

The receipts of this road were, for the month of August, 1853, as follows:

Passengers	$20,196 70	
Freight and Mail	$16,351,90	$36,548 60
Receipts for August, 1852.		
Passengers	$19,429 82	
Freight and Mail	11,432 13	$30,861 95
Increase		$5,686 65

SARATOGA AND WASHINGTON RAILROAD.

Notwithstanding competition, and the reduction of fares to $5, from Montreal to New York, the receipts of this road show a large gain on last year.

The earnings for August were	$23,724 08
August, 1852	18,535 65

CHICAGO AND ROCK ISLAND RAILROAD.

The receipts of this road for August, 1853 were as follows:

Passengers	$31,399 56
Freight and Mails	13,083 32
Total	$44,482 88

The cars on this road now run to Kiskilwa, formerly called Indian Town, in Bureau county, twenty-two miles west of Peru.

NEW YORK AND NEW HAVEN RAILROAD.

The traffic of this road for August, shows a very fair gain on the same month of last year. The figures are:

Passengers	$79,060 94
Freight	9,100,00
Total	$88,160 94
Paid Harlem Railroad	5,575 82
Balance	$82,285 12
August, 1852	72,009 40
August, 1851	62,331 39

HARTFORD AND NEW HAVEN RAILROAD.

The receipts of this road for August, from freight and passengers, were as follows:

1853	$69,286
1852	58,029
Increase	$11,257

This does not include the receipts from mails, rents, and other sources, which amount to $2,500 per month, the year round. The receipts for August, 1851, were $49,200.

VIRGINIA CENTRAL RAILROAD.

The receipts on this road continue to be of the most gratifying charactor, and such as to authorize the opinion that the most sanguine hopes of its friends will be fully realized. During the month of July the receipts from freight amounted to $12,531.99, and from passengers and the express car $11,786.23; showing a total of $24, 308.32 for that month. An additional evidence of the amount of business on this road, will be seen from the following from the *Morning Mail:*

PRODUCE ON THE CENTRAL RAILROAD.

We understand from the Superintendent of Transportation, that the Central Railroad Depot here is completely packed with wheat remaining to be taken away as soon as the millers can do so. There are also said to be some 15,000 bushels along the line, awaiting transportation.

SCREW PROPELLERS IN STEAM VESSELS.

From an article in the *London Mechanic's Practical Journal* upon this subject, we concondense the following :—

The Peninsular and Oriental Steam Packet Company have made, and are still making very many experiments in order to test the availability of the screw propeller, over the old side wheel, and such has been their experience that all of their new vessels are being built with the screw ; and such of the old side wheel ones as are considered worthy of the expense are altered to screws.

A comparison of the cost of the two modes of propulsion presents the following results :—

The screw steamer *Bengal*, 2,250 tons burthen, of 470 horse power, consuming 45 tons of fuel daily, and carrying from 600 to 700 tons of freight, cost £70,000.

The *Orinoco*, a side wheel steamer, belonging to the Royal Mail Steam Packet Company, of the same tonnage, 750 horse power, consuming 85 to 90 tons of fuel per day, and carrying 250 or 300 tons of freight, cost from £95,000 to £100,000.

Thus, as the screw steamer costs less originally, having less need of fuel, can carry more freight, is less liable to accidents from jarring and the heavy concussions of the side wheels upon the waves, and makes better speed, it is not surprising that men of capital are turning their attention to them.

Among the experiments made and making, was one with what is termed THE BOOMERANG PROPELLER, from its principle of construction being derived from an instrument of that name, in use amongst the aborigines of Australia, (particulars of which can be found upon page 362 of the Record.)

This propeller has been applied to the steamer *Conflict*, attaining a speed of 9½ knots average, with 63¾ revolutions, which is more than the average speed of the same vessel with the common screw. The *Geneva* also made an experimental trip from Liverpool to Quebec in thirteen days ; and in her homeward passage averaged one knot an hour more than she had ever made with the common screw.

The side wheels have ever been objectionable for several reasons, the principal of which have been the jar imparted to the vessel by the striking of the floatboards upon the waves in rough seas, and the backwater lifted by the floats as they come out of the water. Many experiments have been made to remedy these objections, but none of them have yet been put into practice with any success.

COLUMBUS, PIQUA & INDIANA RAILROAD.—We learn that it was intended to open this road on Monday last, 19th inst. to Urbana, connecting that point with Columbus direct, by two daily trains.

THE CHIBAGO AND MISSISSIPPI RAILROAD, from Chicago to Alton, via Joliet, Pontiac, Bloomington, and Springfield, will be completed from Alton to Bloomington, 137 miles, within three weeks. The grading from Bloomington to Pontiac, in Livingston county, is nearly finished, and the iron will be laid down by January next. The section between Pontiac and Joliet is under progress, and putting down the iron will be commenced soon at the latter place, and the gap filled up early next spring. At Joliet the cars will come in on the track of the Chicago and Rock Island Road. When it reaches Bloomington, the whole line between Chicago and Alton, 298 miles, will be open by the Aurora Road to La Salle, thence to Bloomington by the Illinois Central, and thence direct to Springfield and Alton. The whole trip will require passengers to change cars twice—once at La Salle, and once at Bloomington. Next spring, when the great bridge across the Illinois river at La Salle shall be finished, cars will run direct from Chicago to Bloomington, via the Aurora Extension and Illinois Central Roads; and all the way to Alton without change, via the Rock Island Road to Joliet, and thence by the Chicago and Mississippi Road, as soon as the gap in the latter shall be closed.

The section of country through which this road will pass has heretofore been destitue of any available means of transportation for its produce. Being one of the most fertile portions of the State, it only needs railroad facilities to make it one of the most populous and wealthy also.

We are pleased to notice the flattering prospects for the early completion of the road.

☞ S. Medbury, Esq., has resigned the post of Engineer in Chief of the Ohio Central Road, and accepted that of the Cincinati and Fort Wayne Road. George Fulton, Esq., succeeds him on the Central Road.

ATLANTIC AND PACIFIC RAILROAD.

PROPOSED ROUTE FROM NEW YORK TO SAN DIEGO, CALIFORNIA.

From the Cincinnati *Gazette* we learn that there is a company about being organized in New York city, under a charter from that State, to construct a road to the Pacific, unaided by Government until the route passes the Rio Grande. Heavy capitalists are engaged in it. The capital is to be $150,000,000. Thirteen principal contractors of the United States have offered each to construct one hundred miles, and take half their pay in stock.

The line proposed will be first direct to St. Louis, thence through Missouri and Arkansas, to Marshall, in Harrison county, Texas, directly west of Shreveport, La., the termination of the Vicksburg and Shreveport Railroad, and in the vicinity of the New Orleans and Pacific Railroad, (as given on page 436, No. 28, of the RECORD,) with which it will unite and extend to San Diego, via El Paso.

The company will avail themselves, as far as possible, of lines already contemplated in Texas, aad thus secure the grant of 30,000 acres of land per mile. The whole route is proposed to be of six feet gauge. The means of the Company will be adequate, added to the grant of lands by Missouri, Arkansas, and Texas, within the States, and of the general Government west of the Rio Grande.

Satisfactory preliminary arrangements are nearly completed for the organization of the company, and when fully completed, a competent person will proceed to London to secure the co-operation of capitalists there.

MONTGOMERY AND PENSACOLA RAILROAD. The Florida *Democrat* says that a call was made upon the stockholders in this road, on the 28th of July, ult., for a payment of one per cent. to defray the expense of a survey. Samuel G. Jones, Esq., of the West Point Road was to make the survey.

The entire line from Cincinnati to Pensacola is now either completed or constructing, except from Danville, Ky., to the State line of Tennessee. We see that Col. Wm. Bosson, President of the Southwestern Tennessee Road, has recently visited Danville for the purpose of urging on this important link in the southern connection. From his letters we learn that there is no doubt that this portion will be put under way at once, and completed as soon as the remainder of the through route.

CHICAGO AND ROCK ISLAND R. R.— This road is completed about 120 miles, and is being pushed vigorously to completion. Cars are running in daily connection with the trains on the Illinois Central to Bloomington. The intention is to complete the road to Rock Island by the ensuing January.

PRIVATE CHARACTER OF A LOCOMOTIVE.

The *Home Companion* thus holds forth relative to the "Iron horse" in its public and private character. People who may see a locomotive tearing up and down the land at the rate of forty miles an hour, making the earth groan beneath its giant tread, and the heavens themselves reverberate with its fearful clatter, scaring nature with its unearthly din, and frightening all creation almost from its propriety—people who only see it in its terrible activity, have no idea what eminently social virtues it is endowed with. This is its public character. Its private one is another affair. Now and then one of these huge monsters, in whose iron bowels slumber more than a thousand giants' power, comes up and stands under our window, and smokes away as gently as the most exemplary cooking stove, its huge steam pipes singing a strain as soft and as dulcet as the most amiable tea-kettle, and its lungs of steel breathing as sweetly as an infant in its slumbers.—But the demon of power is there. Let any one but pinch its ears, and no venerable spinster cat will spit more fiercely ; let him grip those iron hands, and the pipes, which were tuned to so soft a strain, send forth a yell, as if heaven and earth were coming together; and those lungs, which breathed so quietly, cough like a volcano; and off it goes darkening the heavens with its volumes of smoke.

CINCINNATI AND PORTSMOUTH RAILROAD. From our exchanges we learn that Mr. Whetstone, President of this road, addressed a large meeting at Georgetown on Saturday, 10th inst. Upward of $20,000 were subscribed, and the best spirit manifested by those in attendance.

The course adopted by those controlling this undertaking is worthy of credit. The road will not be commenced until ample means have been secured to complete it. We are are pleased to see that the farmers along the route are taking hold of the matter.

EEL RIVER VALLEY RAILROAD.—The Northern Indiana Railroad Company have subscribed $300,000 to the stock of the Eel River Valley Railroad, and it is expected will also back it to any amount necessary to secure its early construction. We now look upon the road as entirely out of danger, and certain to be built.—*Fort Wayne Sentinel.*

This is the road with which that running east from Goshen unites at Ohianna, thereby forming the air-line to Toledo.

ILLINOIS AND WISCONSIN RAILROAD.—This road between Chicago and Janesville, Wis. is progressing rapidly. It is now completed to within a mile of Deer Grove, 22 miles, and cars are running that distance. It is expected to be completed to Woodstock, 50 miles, by January, 1854.

FORT WAYNE AND SOUTHERN RAILROAD. The stockholders of this road met at Muncie, Ind., as announced, and after due deliberation finally resolved to appoint a committee, consisting of Messrs. W. H. English, J. L. Robinson, and Joseph Holman, to proceed to the Falls of the Ohio, and fix the terminus there, either at Jeffersonville or New Albany, as they might consider most advantageous. It was also resolved that Lexington, in Scott county, be made a point, upon the subscription of $100,000 by the citizens.

Until the committee meets at the Falls, which will be on the 22d inst., and decides as to the terminus, no definite information can be given as to the route.

ILLINOIS CENTRAL RAILROAD—BRANCH TO GALENA.—It is expected that some twenty-five miles of this road, from Freeport, will be completed this winter; the remainder, about the same distance, to Galena, will be completed in the spring.

By an understanding between the Galena and Chicago Union Road and the Central Road, the former makes Freeport the western terminus of their road, and the latter completes it to Galena as a portion of its western branch.

MEMPHIS AND CHARLESTON RAILROAD.—From an advertisement in the Memphis *Eagle and Enquirer* we learn that 93 miles of this road are already completed. We trust it will continue to go-a head being one of our most valuable roads.

THE NEW SUSPENSION BRIDGE AT TIFFIN.—This fine structure is in a state of forwardness and begins to show its proportions. The towers on both sides of the river are finished ready for sustaining the cables, which are nearly ready for stretching. In a few days the anchorage of the wires will be made and the bridge soon begin to assume a shape and a name.

☞A double track on the Hudson River Railroad is now completed between Poughkeepsie and Cold Spring, a distance of 21 miles, and a second track in use from Poughkeepsie to Fishkill Landing. This greatly facilitates the operations of the road.

THE LEBANON VALLEY RAILWAY.—The Reading subscription of $250,000, and that of Lebanon of $50,000, to this Railway Company, having been confirmed by the recent decision of the Supreme Court, the Board of Managers are, we learn, taking steps to put the road uuder contract at an early day. This road will form a communicating link between the Pennsylvania Railway at Harrisburgh, and the Reading and Philadelphia Railway at Reading—thus opening another route between this city and Harrisburg.

NEWLY INVENTED STEAMSHIP.

In this age of daring unexpected and impetuous advancements, belief in the value of discoveries and inventions yet untried may safely be large, judging by the vast array of analogies and experiences, of which we are constantly put in possession. The so-called impossible passage of the Atlantic by steam in fifteen days, has been rendered still more wonderful by the reduction of the time by degrees to twelve, and finally to nine days and a fraction. But this reduction is evidently but the precursor of continued diminution of the period required, and, therefore, we are not much surprised to learn that one of the most eminent of living engineers, William Norris, of Philadelphia, has commenced construcing in this city, a steam vessel, to be ready to sail somewhere about next February, and which will, in the opinion of the inventor, be able to perform a voyage to Europe, habitually and securely, within six days, besides posssessing various other advantages over ordinary steamers.

This vessel is now building at Green Point, and is of the following dimensions :—Length on deck, 225 feet; depth of hold, 21 feet; diameter of paddle wheels, 36 feet; beam amidship, 37 feet; draft of water, 6½ feet; displacement, 750 tons; power, 1,200 horses; accomodations for 80 passengers.

The builders guarantee that she will make the voyage between New York and England within six days in the winter season. William Norris, Civil and Mechanical Engineer, and John W. Griffith, Naval Architect, are the constructors and patenteees. They claim the following advantages in their improvements:

1. A perfect security against fire or water.

2. Less risk to life, and greater comfort to passengers.

The boilers will be placed within walls of iron, with iron beams over the same.

Air chambers, of sufficient sustaining capacity, will extend the whole length of the ship.

The sudden shock of head and beam seas, to which all ships of the present construction are liable, are obviated by these improvements, while the gentle undulating motion always maintained, will tend to prevent sea sicknesss, and at the same time, keep the deck dry except from spray.

The full power of the engine will be reserved for combatting heavy gales, while ships of the present construction are compelled to slacken their steam as the gale increases in severity. These new improvements enable more steam to be applied, the harder the gale blows.

These facts do not appear more startling than those announced in 1836, by the same William Norris, when his improvements in the locomotive engine enabled him to ascend an inclined plan of one foot rise in fourteen feet, which, at the time, was considered contrary to common sense, and against the laws of gravity, but, which nevertheless, was accomplished to the surprise and satisfaction of the whole scientific world.

The high standing of John W. Griffith, as a naval constructor, who has made many valuable improvements in ship building; and the reputation of Mr. Norris as a mechanical and civil engineer, would argue perfect success in their present undertaking.

The machinery of this ship will consist of one walking beam engine, with two tubular boilers, all of the most improved construction, but without anything new in their principles. The power of the engine, in proportion to the size and draft of water, will be very great, we believe, as that of the steamers of Cunard line. In an ordinary vessel, such power cannot be applied, as it would tear the hull to pieces. In the present case, however it is made practicable by the peculiar internal structure as well as by the novelty of the model; but as this mode of strengthening the ship, is a new invention, the patent for which has not yet been issued, we refrain from stating any particulars with regard to it. As far as we can judge, however, it is well adapted to its end.

As will be seen by the figures we have given above, the floor of the vessel is unusually flat, and its draft of water exceedingly small. At the same time the bow is unusually sharp. In fact, the model is the result at once of a great deal of practical experience as well as of laborious and careful mathematical calculations, and it is belived that its lines and form are such as to produce *the least possible resistence* in passing through the water. Here then we have the grounds for the estimate that an average speed of twenty miles an hour will be attained in storm as well as in calm:

1. Sharpness of bow, perfection of curves, and light draft and buoyancy.

2. Enormous power of engine.

The daily consumption of coal will be about 90 tons, and the stock for a passage about 300; no freight is to be taken. The vessel is named the William Norris.—She will be ready for launching by the first of December. Her boilers and engine are building at Secor's. She will carry no masts, but will be arranged with jury masts to rig in case of necessity.—*N. Y. Tribune.*

Improved Means of Lubrication.—Mr. John Flick, of Bolton, has patented a new plan for lubricating revolving shafts, axles, &c. At or near the center of the step of the bearing, and at about right angles to the axis, a groove is formed both in the upper and lower portions of it, thus extending all round the journal. The lower part of this groove forms a receptacle for the lubricating fluid, and there is another small horizontal groove formed in the step, parallel with the axis of the shaft. A metal ring is placed loosely on the shaft, and is carried round with it by means of the friction of the surfaces; the lower part of this dips into the fluid, and is constantly passed to the upper part of the shaft, carrying supplies of the fluid, which becomes attached to its surface.—*Mining Journal.*

Gas Lighting and Ventilation in Rooms.—The *London Builder* for June has the following : Every one who has experience of rooms lighted with gas, must be aware of the great heat produced by its combustion, and of the effects it has in diminishing the purity of the air; and therefore rendering it less fit for respiration. Now I beg to propose, that in order to remedy these evils, each main gas pipe should be accompanied with another, conveying air from the external atmosphere, ramifying with all the pipes and discharging its contents by openings alongside of all those from which inflammable gas issues. The proportion of oxygen in atmospheric air, and the relative proportions of hydrogen and oxygen uniting in the combustion of these gases, require that the atmospheric air tubes and orifices should be as 5, and the coal gas tubes and orifices as 2. If the gas pipes were fitted up in this manner, so that every burner should draw its supply of oxygen from the external air, and not from that of the room in which it is burned, the air of the latter would not be so much heated nor so greatly diminished in purity. I offer these suggestions with great diffidence, and shall wait with anxiety the opinions of architects on the subject.

Progress of the Ohio Central Railroad.—In about thirty days the grading of the Central road east will be completed to section 16, and early in the winter will be finished as far as Cambridge. The excavation on section 16, and the tunnel at Cambridge, are the only heavy pieces of work which remain to be finished to that point.

From the Muskingum river east, the laying of the track has been commenced, and about three miles of the rail are now down, and the road is being ballasted.

The contract for furnishing the cross ties, and laying down the track from this city to Wheeling, is held by the experienced firm of Messrs Bradley, Whittemore & Co., who are prepared to lay down a half mile of track per day, as soon as a supply of rail can be provided, which is being done as rapidly as boats can convey it from Cleveland here.—*Zanesville Times.*

New Car Axle.—Josiah Copley, of Armstrong county, Pa., has been getting up a railroad car with axles of a peculiar construction, the object of which is to do away with the slipping of the wheels on curves, and the consequent tortion of the axles, and the abrasion of the wheels and rails. Last week the car was run from Cleveland to Wellsville, on the Cleveland and Pittsburgh road, 100 miles and back. It ran down empty, and returned with a load of eight tons. The axles performed admirably. They have all the firmness, leverage and solidity of bearing of common axles, combined with independent motion of the wheels; and by means of a scale attached, it was ascertained that the difference between the power required to draw it round the curves of 1200 feet radius, and that required on straight lines on the same grade was less than one per cent. The same apparatus attached to a common car, on the same grade and curves, showed a difference of 22 per cent, in favor of the straight lines. Mr. C. has probably accomplished the object at which he aimed; and as his axle is extremely simple, and no more liable to get out of order than a common stiff axle, we think it very likely that it will come into general use.

A full description with drawings, and a more full detailed account of the first experiment will be published in a short time.—*Cleveland Herald.*

Oakland and Ottawa Railroad Co.—At the meeting of the Stockholders of this Company, held at their offiee, the following gentlemen were chosen Directors for the ensuing year. Lewis Cass, F. A. Brush, B. Wight, H. N. Walker, Z. Chandler, W. M. McConnell, Isaac Buchanan.

RAILROAD MEETING.

At a meeting of the Directors of the Franklin, Pickaway and Ross County Railroad Company, held pursuant to notice, in this city, on Tuesday, the 13th inst. the following resolutions were passed and ordered to be published:

Resolved, 1*st*, That this Board will without any further delay take such steps as may be necessary to further the speedy construction of the Franklin, Pickaway and Ross County Railroad, and with this view therefore

Resolved, 2*nd*, That a committe of ten, of whom the President, pro tem, shall be one, (the other members to be named by the President,) be appointed to solicit subscriptions to the capital stock of the company, and to obtain the release of the right of way for whatever line of road may ultimately be adopted, and that all such subscriptions be reported to this Board for acceptance at their next meeting, to be held on the first Wednesday of October next.

Resolved, 3*d*, That as soon as $100,000 shall be subscribed to the capital stock, an Engineer shall be employed to run as many lines for the location of the road as may be necessary to determine the cheapest and best route, and to make an estimate of the cost of constructing the road.

Resolved, 4*th*, That without finally committing ourselves to any given line from Chillicothe to the Ohio River, we will cause such preliminary surveys to Maysville and other points on said river as will enable us to determine upon the most available line between the points aforesaid.

In pursuance of the second resolution the President, pro tem., appointed the following gentlemen on said committe:
John Maderia, Theodore, Sherer and Lewis W. Sifford, of Ross county.

Mahlon Ashbrook, Wm. P. Darst and Samuel Marfield of Pickaway county.

George M. Parsons, Wm. Dennison Jr., and P. L. Howlett, of Franklin county.

On motion adjourned until the 4th day of October next.

JOHN MADEIRA, Pres't, pro tem.

LUKE DOUGLAS, Sec., pro tem.

Communications.

For the Railroad Record.

RAIL ROAD CAR BRAKES, CONSOLIDATION.

Mr. EDITOR :

SIR,—Presuming that you are interested in whatever pertains to the interest of rail roads, I take occasion to record an act of consolidation, a reason for the same, and the terms of the compact.

By the undersigned, on the 16th day of Sep. 1853, a union was effected for the State of Ohio, of the entire interest embraced in the letters patent of Nehemiah Hodge, Henry Tanner, and Francis A. Stevens, patentees of new and improved methods of connecting and operating the brakes of rail road cars.

On investigation, it was found impossible to separate the interest of these parties, and at the same time secure to roads the most feasible and efficient brake. Hence, the consolidation thus combining simplicity, economy, efficiency and durability.

The terms of the compact are as follows: any road having paid for the use of *either* of these patents the *full* sum of $5 per mile, shall be entitled to a deed from me conveying the Consolidated Interest; and by paying to me such a sum in addition to what may have been previously paid, as will make the *full* sum of $5 per mile; or, if nothing has been paid, the full amount.

It may be well to add, that an entire consolidation of these brakes for the Western States is now in process of completion.

Yours, &c.,
S. M. WHIPPLE.

Cincinnati, Ohio, Sep. 20th, 1853.

This consolidation of the several patents named in Mr. Whipple,s communication has just been effected, and he is now prepared to make arrangements with any or all of the rail road companies in this state that have not yet procured the right of use.

Mr. Whipple has disposed of this right to use his brake to a number of our leading roads; the superintendents and other officers of which roads speak in the highest terms of its utility and efficiency, as we learn from certificates in his possession.

This brake possesses many and decided advantages in power, leverage, &c., over any other; as well it may, combining the best portions of three different patents. Its application to cars will add much to their safety, and prevent very many serious accidents from collisions, by their power of arresting cars in motion so quickly.

We commend these brakes to the attention of those interested.

For the Rail Road Record.

BUFFALO, September 9, 1853.

DEAR SIR: — After traveling over about twenty different railroads, many of them important lines, I have arrived at this conclusion: That railroad corporations generally do not take the pains they might to secure comfort to their passengers. It is a notorious fact, that on none of the great thoroughfares of the North is there any car ventilator which prevents dust and smoke from entering the cars at any time, while, were the windows to be left closed, the heat would be so intense and the atmosphere so foul as to cause suffocation in a few minutes. Railroad officers can not claim that there is no remedy for this state of things, for it would be untrue. During the summer I had occasion to go to Winsted, Ct., over the Naugatuck Railroad, running from Bridgeport to Winsted, a distance of sixty-two miles. I returned in a train which had adopted for trial a new car ventilator, patented by Mr. C. Waterbury, the conductor who had the running of the train, and who has been for many years, and is now a resident of Bridgeport, Ct. This ventilator was very simple, being nothing more than an India rubber connection, held together by wire springs, which could be let loose at any moment.— Each car is built with a sort of piazza in front with doors in the side, and when the cars are in motion these doors are closed, while the doors of the cars are left open.— The baggage car has an open front, through which a strong current of air constantly rushes, and as it is too far forward for coal or other dust, of course none can enter; and the doors being left open throughout the whole extent of the train, a delightful current of air passes through the cars, unaccompanied by dust or smoke. The windows of all the cars are of course kept closed, as it would destroy the current of air to have them open. This train had been several times over the route without being brushed out, and there was no such thing as dust; besides which, although it was an extremely hot day, the cars were as cool as a basement.

Mr. Waterbury informed me that he had obtained permission of the directors of the New York and Erie Railroad to try his invention on their road, and that the cost of attaching them to each car might be reduced to about twenty dollars. I have waited anxiously to see some account of its trial upon that road, but have never yet noticed any.— The directors of the Naugatuck Road expressed themselves perfectly satisfied with the invention; and my own opinion is, that it, or something equally effective should be adopted upon all railroads, when it can be done at so little cost.

Yours faithfully,
L. H. R.

ONE CAR FOR A TRAIN,—When collisions of cars occur upon our railway, sometimes one car is crushed, or another is forced into it, by the pressure of others in the train. Perhaps, says the *Railway Times*, if there was to be but one car in a train, sufficiently capacious to contain all the passengers that frequent such train, there would be less mortality and serious damage from such accidents than now. The friction would be less from a long car, with a flexible body, than from a train of several. Each car creates considerable friction and wear of the rail and wheel at the curves; whereas a flexible car would bend in portions, continually, around the curve. Such a car should have recoil wires, or spiral, of some feet in length, at each end of it. Next to the spaces so filled with wires might be the baggage and express portions or parts. The center to be for the accomodation of passengers which could be entered by doors at convenient distances, along the sides. The accidents that occur from exposures, upon the platform whilst in motion would be avoided. The conductor would be ever at hand. It might be so arranged that the engine could force the brakes upon the wheels, and with regularity, and with a gauged or regulated force, not by jerks, as now by the brakemen. The brakes upon horse cars and carriages could be arranged so as to be forced upon the wheels by the horses.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Akron Branch of Cleveland and Pittsburgh					
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1853	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104¾	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton					
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					
Virginia Central					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Akron Branch of Clevel'd & Pittsb'h			
Baltimore and Ohio	100	68	70
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	90	92½
Cleveland and Mahoning			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	73
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	66	68
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	69½	70
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	90	92
Do do 10 per cent	50	90	93
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	70	72½
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	93	95
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	70½
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield, Mt. Vernon and Pittsb'gh	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858-60	101	102
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	104	105
Pittsburgh	6	1869-71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co		102	102½
Lafayette, Cincinnati, (closing)		113	115
Franklin do			
Commercial do			
Mech. & Traders do			
State Branches			

KENTUCKY.

Bank of Kentucky and Branches		110	112
Northern, and Branches		115	118
Southern, and Branches		103	106
Bank of Louisville		115	118
Kentucky Trust Co		99	100
Farmers' Bank of Kentucky		106	108
Newport Safety Fund Bank		98	100
Commercial Bank of Kentucky			

INDIANA.

State Bank and Branches			

MISSOURI.

State Bank and Branches			

TENNESSEE.

State Bank and Branches			
Union		94	100
Planters'		97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem	½ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00¼	@	1 00½
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchant's Exchange.

CINCINNATI, Wednesday, Sept. 21, 1853.

10	Shares	Kentucky Trust Co. Stock, bid	par.
30	"	Little Miami Railroad Stock, bid	117 50
10	"	Indiana Central 10 per cent. Railroad Stock, bid	87 50
50	"	Cincinnati, Cambridge and Chicago Short Line Railroad,	passed.
5	"	Do. Do.	passed.
20	"	Covington and Lexington Railroad Stock, bid	70 00
34	"	Marietta and Cincinnati Railroad Stock, 7 months int. to buyer, bid	65 00
68	"	Eaton and Hamilton Railroad Stock bid	67 50
3	"	Do. Do.	passed.
1	"	Do. Do. (new)	passed.
40	"	Ohio and Mississippi R. R. Stock, with 2 months and 21 days int. Instalments all paid up, bid	92 00
122	"	Do. Do.	passed.
20	"	Cincinnati Hamilton and Dayton Shares, $100 bid	106 00
46	"	Mad River and Lake Erie Railroad Stock, Shares, $50 bid	85 50
50	"	Cincinnati and Hillsboro' Railroad Stock, Shares $50, bid	65 00
9.	"	Dayton and Michigan R. R. Stock, with 4 months Int. Buyer pay Int. at rate of purchase,	passed.

MONETARY.

We quote money at the East as somewhat less stingent than at our last reports.

Loans on call @ 6 ℘ cent, prime paper from 60 to 90 days 8@10 ℘ cent, second ciass 9@12 and less known 12@15.

Foreign exchange is dull, Produce bills 108, Bankers 109½@109¾.

The stock market is somewhat more active. We note sales oi Government stock, 6's of 1868, @122½.

There is an increasing difficulty in the negotiation of new Railroad Bonds,—many are now offering, but capitalists decline purchasing. The foreign demand for railroad stocks is almost entirely closed. There was in the Subtreasury of New York, 17 inst., $9,430,658,19.

At the West, the Money Market has been extremely tight for the week past, and good paper has been sold in the street at 2 ℘cent per month, and compulsory sales at somewhat higher rates. It is now somewhat easier. The Banks are discounting more freely, and first rate paper is taken on the street at from 1 to 1¼ per cent per month.

But little is doing in the Stock Market, at Mess. Hewson & Holmes sale yesterday some 15 or 16 lots of good stocks were offered without a sale.

Eastern exchange we quote at last weeks rates though during the past week it was selling at ½ to ¾ per cent below par.

Mess. D. Bell, Son & Co., London, report American securities in that market, Sept. 2, as follows,

United States 6 per cent bonds		110½	111½
United States 6 per cent Increase Stock	1867-1868	110	111
Pennsylvania 5 per cent stock	——	85	86
Pennsylvania 5 per cent bonds	1832	92	—
Massachusetts 5 per cent St. bonds	1868	108	108
Do dollar do	1872	97	98
Maryland 5 per cent Ster bonds	——	97	98
Virginia 6 per cent bonds	1816	95½	93½
Kentucky six per cent	1868	98	99
Tennessee 6 per cent	1892	97	98
Canada six per cent sterling bonds	1874	112½	113½
Boston City 4½ per cent Sterling bonds	1874	102½	103½
Boston City 5 per cents	1883	98	—
new Orleans city 6 per cent	1893	90	—
Pennsylvania Central Railroad 6 per cent	1880	96½	97½
Cincinnati and St Louis, 7 per ct. 1st mtg	——	92	93
Chicago and Mississippi 7 per ct. 1st mtg	——	89½	90½
Belvidere Delaware 6 per cent 1st mtg conv	18 77	92½	—
Philadelphia and Reading Railroad 6 per cent mtg. bonds	1860	86½	85½
New York and Erie 7 per cent conv	1862	87	88
New York and Erie 7 per cent 1st mortg	1868 '69	107½	108½
New York and Erie 7 per cent 2nd mort	1859	—	—
Chicago and Aurora 7 per cent 1st mort	——	83	84
Great Western of Illinois 10 per cent do	1868	98	99

MAD RIVER AND LAKE ERIE RAILROAD—NEW TRACK. — The war against the Mad River Road, to prevent the use of the new track from Tiffin to Sandusky, has been renewed. The District Court, sitting at Elyria, is invoked " to strike from the records certain papers purporting to be a dissolution " of Judge Bartley's injunction by Judge iCorwin Also, to reinstate that injunction, or to allow a new one. The application was expected to be heard yesterday. Judge Bartley treats Judge Corwin's order of dissolution rather cavalierly. The Court is also asked to attack Judge Lane and his Superintendent and conductors, for contempt of Judge Bartley's order, in running the road after the injunctinwas dissolved.—*Cincinnati Gazette.*

LAKE ERIE, WABASH AND TOLEDO RAILROAD.—From an exchange we learn that Mr. Boody has already procured sufficient of the compound rail of american manufacture to lay 100 miles or thereabout of the track of this road, and that it is probable that enough more will be engaged to complete the track to to Huntington, Ind.

The contractors are proceeding rapidly with this road and the company have the ample means to complete it; some $700,000 of the bonds of the road at favorable rates.

The design is to complete the line as soon as possible and thus put the Wabash river in connection with Lake Erie by railroad.

TOLEDO AND CHICAGO AIR LINE RAILROAD. That portion of this line necessary to complete the route, lying between the city of Toledo and Goshen, Ind. is now fully assured It is under the control of the Michigan Southern company and will be urged to completion at an early day.

Miscellaneous.

POWERS' STATUTE OF EVE, now on exhibition at the Crystal Palace, has been viewed and reviewed times without number, and always spoken of as a wonder of art, The New York *Post* gives the following notice of it; differing somewhat from any other we have seen. The *Post* says:

The Eve of Powers appears to us as rather a work copied by the imitative skill of some expert student of traditional art, than as an original conception, executed in the bold spirit of a creative imagination.

The statute is the ideal of female corporeal beauty, perfectly sculptured, it has grace, justness of proportion, and every possible bodily charm. But it wants that moral elevation which a modern artist, who would give expression to the reverence felt by the age for woman, should incorporate in every attempt to realize an ideal of female beauty. In a word, it is the heathen, not the Christian idea of beauty; the voluptuousness of sense, not the chasteness of reverential love, that is appealed to in the statue. The form of the Eve is expanded to the utmost limit of voluptuous development, and in this respect is in marked contrast with the chaster conception of the Greek Slave. The details of workmanship show wonderful precision and fidelity in execution. There are no sudden, angular interruptions to the flowing contour, and every rise and fall of the surface is with the gentle, gliding gradations of life itself, in its perfection, The hands are singularly beautiful, and the minor accessions finished with wonderful care and accuracy. The apple, with the leaf grasped in one hand shows, in the yielding touch of the fingers, upon the round, hard surface of the fruit, as contrasted with the firmness of the flesh in contact with the flexible softness of the leaf a miracle of skilful workmanship.

PERU AND INDIANAPOLIS RAILROAD.—The following gentlemen were elected Directors at the annual election on Tuesday, to wit: James P. Drake, E. W. H. Ellis, S. A. Fletcher, Allen May, Isaac W. Hunter, E. J. Peck, E. Cottingham, M. Dansberspeak, Newton J. Jackson, C. D. Murray, G. L. Dart, S. M. Strader.

The Board organized on Wednesday by the election of E. W. H. Ellis, President; John Burk, Vice President; J. G. Weeks, Secretary and E. Cottingham, Treasurer.

BUFFALO AND GODERICH RAILWAY.

Since our last notice of this railway, the works between Brantford and this village have proceeded at a very rapid rate, and at every available point the work is being pushed forward with the greatest possible speed.—At Paris the great bridge over the Grand river is progressing very fast. The bridge will be 788 feet long, and about 80 feet above the river. It will be supported on four piers and two abutments, which are in a very forward state, and the contractors intend to have it finished for the cars by the first of December The largest portion of the stone has to be hauled from the Beverly quarry, 13 miles from Paris, and keeps about 40 teams constantly at work to supply the masons. Between this and Goderich the contractors are doing all they can to expedite the work. They have on the line 300 horses and 1200 men at work. The Railway as far as Stratford will be completed in about 12 months. Messrs. Mellish, Morrell, Russel and Whitehead are the contractors from Brantford to Goderich, and are giving the company very great satisfaction in thus pushing forward the work. We hear that the line below Brantford is in a very forward state, and we have no doubt but that it will be open for travel as far as this place before the close of this year. This is "a consumation devoutly to be wished for," and will be hailed with delight by the inhabitants all along the line Railway.—*Paris Star.*

RAILROAD FROM MADISON TO ST. PAUL.—We find in the Minnesota *Democrat* of the 31st ult. the proceedings of "a large and enthusiastic meeting" at St. Paul—Gov. Ramsey in the chair—to take measures to co-operate with the people of Wisconsin in building this road. The President dwelt at length upon the advantages of an Eastern connection via Madison. Dr. Hoyt, of St. Croix Co, believed the cost of construction would not be more than 15 or 18,000 dollars per mile. and that the road would pay 15 per cent. The following resolutions were adopted:

We, the people of St. Paul and its vicinity, looking to the ultimate prosperity of our Territory, and regarding the great enterprise of connecting our Territory with the East, by the erection of the Wisconsin and North-Western Railroad as the most feasible plan which has yet been proposed, do resolve as follows:

1st. That we, as citizens of Minnesota, will extend the right hand of fellowship to the enterprise of Wisconsin in her attempts to reach our borders on the Lake St. Croix, by railroad, thus forming another link in the line of Atlantic and Pacific communication.

2d. That in self-preservation, every citizen of the Territory of Minnesota, (who can do so in justice to himself) ought to aid both by subscription to the North-Western Railroad Company, and by his influence in the construction of said road as speedily as possible

☞RAIROAD MEETING.—At a meeting of the representatives of the New York Central Railroad, Allegany Valley Railroad, Buffalo and Allegany Valley, and Attica and Allegany Valley Railroad Companies, at the offiee of the New York Central Railroad Co., in this city, September 13th, 1853, Hon, WM. F. JOHNSTON, of Petersbugh, was appointed Chairman, and F. WILLIAMS, Esq., of Buffalo, Secretary.

Remarks were made by W. M. Roberts Esq, Jos. Field, and others relative to the facilities of the several roads above named for connection with each other, and the following resolution was adopted, viz;

Resolved, That the several Railroad Companies here represened have mutual interests, and that in the transportion of freight and passengers, and in the use of their several roads all necessary and appropriate facilities ought upon fair and equitable terms to be adopted, and that we will use our best endeavors to have this resolution carried into effect.

After which the meetiug adjourned, to meet again at the call of the Chairman.

WM. F. JOHNSTON, Chairman,
FRANK WILLIAMS, See'y.

☞The Legislature of New York has passed a law requiring railway companies to construct and maintain fences along the line of the railroads in that State.

☞ The following resolution was adopted by the Board of Directors of the Eaton and Hamilton Railroad Co., at its office in Eaton Ohio, on the 8th day of Sept. 1853:

"*Resolved*, That this Board concur in the suggestion, that delegates be invited from Louisville, New Albany, Jeffersonville, Brookville, Piqua, Huntsville, Bellecenter, Bellefontaine, Sanduky and Cleveland, to meet at Eaton on the 29th inst., for mutual consultation in regard to the location of the great railway line from Lake Erie to the Falls of the Ohio.

CINCINNATI AND MACKINAW RAIL ROAD.—We learn from the Hillsdale (Mich.) Standard, that a meeting was recently held in the Court House, in that place, to appoint a Committee in behalf of those interested in that county, in the construction of the Cincinnati and Mackinaw Railroad. D. L. Pratt, G. W. Underwood, and Henry Waldron, were appointed said Committee.

THE CHICAGO AND GALENA AIR-LINE R. R., Extends from Chicago to Galena, via Dixon, on the Illinois Central, and thence to Galena direct, with a branch directly west to the Mississippi river at Fulton. A large portion of the road is graded, and it is expected that it will be completed to Dixon, 80 miles, by January next. The Fulton Branch is all graded, and will be finished in March next.

THE COLUMBUS, PIQUA, AND INDIANA RAILROAD COMPANY, has filed a bill for an injunction in the Circuit Court of the United States for this district, against the Indianapolis and Bellefontaine Company, to prevent the latter company from changing the gauge of their track from the Indiana gauge of 4 feet 8½ inches to the Ohio gauge of 4 feet 10 inches, claiming a contract for through freight cars to run over both roads from Columbus to Indianapolis, the Ohio road being constructed on the Indiana gauge. The motion, was argued by Henry Stansbury and J. H. James, for the Ohio company, and Simon Yandes, Esq., and S. I. Andrews, Esq., for the Indiana company, on Thursday last, before Judge McLean at Cincinnati. The injunction was grauted.

DIAMOND SAT THE CHAUDIERE.—The Chaudiere mines continue to attract the attention of the public, and deservedly so, considering the authentic reports lately brought to us.

But we have now the astounding news that *diamonds, as well as well as gold, are found there! !* Monsieur de Rottermund has now in his possession, in this city, a diamond of the size of a filbert, and valued at from £1,200 to £1,500, taken from the Chaudiere a few days ago.—*Quebec Mercury.*

BELOIT BRANCH RAILROAD, from Belvidere, on the Galena and Chicago Union Road, to Beloit, will be completed and regular trains plying upon it, by the first of November next. And by the succeeding December, the *Beloit and Madison Branch Railroad*, (a separate company,) will be completed a distance of 18 miles northwardly, and to Madison as soon thereafter as possible.

MILWAUKIE FOND DU LAC AND GREEN BAY RAILROAD.—The Common Council of Milwaukie have delivered two hundred thousand dollars of City Bonds to the Directors of the Milwaukie, Fond du Lac and Green Bay Railway. This whole road is now under contract the iron for thirty-seven miles bought, to be delivered this fall, and two locomotives are now building in Milwaukie for the company.

ACKNOWLEDGMENTS.

HUNT'S MERCHANT'S MAGAZINE for September has come to hand, and contains an unusnal amount of interesting matter.

This periodical has deservedly attained an enviable reputation among our business community. It is ably edited, and presents sound views upon mercantile afiairs generally. No business man, desirous of being conversant with the affairs of the world should fail to subscribe for this Journal.

JOURNAL OF THE FRANKLIN INSTITUTE for September is also received. It contains valuable communications on the subjects of engineering, patents, mechanics, physics, chemistry and kindred matters, and should find a place in the library of every practical man.

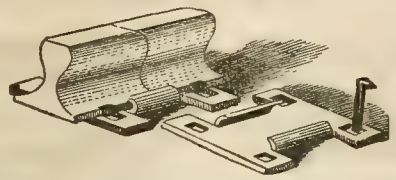
THE WESTERN JOURNAL AND CIVILIAN for August is also at hand, and contains as usual a large amount of valuable statistics, Mechanical and other articles, including a number of Railroad items. Published by Traver & Cobb, at St. Louis. at $3. per year, in advance.

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
† No. 25 South Charles Street, Baltimore.

OFFICE OHIO & MISSISSIPPI R. R. CO.,
CINCINNATI, AUG. 6, 1853.

Notice is hereby given that in pursuance of a resolution of the Board of Directors of the Ohio and Mississippi Railroad Co., an instalment of five dollars on each share will be payable on the 6th day of October next, being the 6th instalment.

By order of the Board.
au25 H. H. GOODMAN, Secretary.

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.
Pittsburgh, Pa., August 15, 1853.—au18-3*

Office Cin., Ham. & Dayton R. R. Co.,
CINCINNATI, Aug. 9, 1853.

THE Directors of this Company have this day declared a dividend of Five per cent. on their capital stock, payable to the stockholders registered in Cincinnati on demand; and to those registered in New York, on and after the 25th inst., at the office of the Ohio Life Insurance and Trust Co., in New York. FRANK S. BOND,
au18-1* Secretary.

INDIA RUBBER
RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.
au18-3*

CARDS.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

OFFICE OF
Marietta and Cincinnati R. R. Co.,
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†.

ENGINEERS' MATERIALS.

EGGERS & CO.,
WHOLESALE DEALERS IN
PAPER & STATIONERY,
No. 21 West Fourth St., bet. Main & Walnut,
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broad.. iy
†mr10

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GEORGE MILNE. GEO. M. REED.
GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS,
No. 19 West Third Street,
CINCINNATI, O.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
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CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
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Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

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TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

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Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati.

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CERTIFICATES AND MAPS,

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Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

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Executed in the finest style.

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BANK NOTE ENGRAVING.

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Bank Notes, Drafts, Bills of Exchange,

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McDANEL & HORNER,

LOCO-MOTIVE AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

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All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

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MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

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CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

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H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

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The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,

May 5-tf 64 Broadway, N. Y

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,

†mr24 9 and 11 West Second St., Cincinnati.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

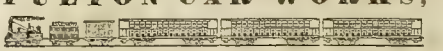
BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

FULTON CAR WORKS,



CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.

Having obtained the *exclusive right* to make the

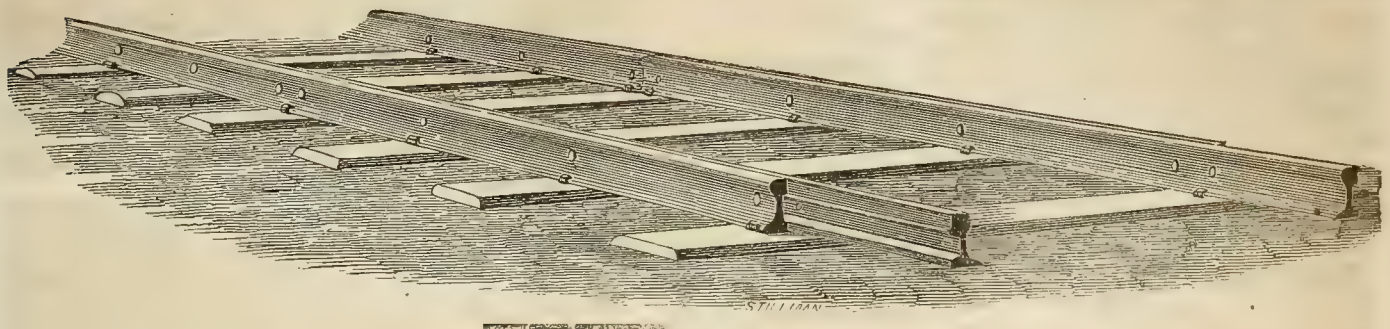
WASHBURN WHEEL

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,

†ap14. Fulton Car Works, Cincinnati, Ohio.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repaire of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
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ap7tf

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

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The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

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M. D. W LOOMIS,
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August 16, 1853.—au18†

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DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

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IMPORTANT TO

RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
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STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

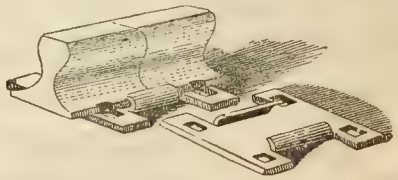
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

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AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



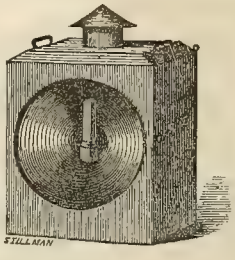
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
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500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies, Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
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SCIENTIFIC AMERICAN.

Mechanics, Inventors, & Manufacturers.

$450. IN SPLENDID PRIZES. **$450.**

Volume IX of the SCIENTIFIC AMERICAN commences on the 17th of September. It is chiefly devoted to the advancement of the interests of Mechanics, Inventors, Manufacturers, and Farmers, by the diffusion of useful knowledge upon these important branches. It is edited by men practically skilled in the arts and sciences, and is widely regarded as a sound and able journal.—Nearly all the valuable Patents which issue weekly from the Patent Office are Illustrated with Engravings, and the Claims of all the Patents are published in its columns; thus making the paper a perfect Scientific and Mechanical Encyclopedia for future as well as present reference. The *Scientific American* is very extensively circulated—its circulation in the last Volume exceeding 18,000 copies per week. It is in form for binding; each volume contains several hundred Engravings and over four hundred pages of Reading Matter, with an Index. The *practical receipts* alone are worth to any family much more than the subscription price.

The Publishers offer the following valuable prizes for the largest list of subscribers sent in by the 1st January next:—$100 will be given for the largest list; $75 for the 2d; $50 for the 3d; $45 for the 4th; $40 for the 5th; $35 for the 6th; $30 for the 7th; $25 for the 8th; $20 for the 9th; $15 for the 10th; $10 for the 11th; and $5 for the 12th. The cash will be paid to the order of the successful competitor, immediately after January 1st, 1854.

TERMS:—One copy one year, $2; one copy six months, $1; five copies six months, $4; ten copies 12 months, $15; fifteen copies 12 months, $22; twenty copies 12 months, $28, in advance.

Southern and Western money taken for subscriptions.

Letters should be directed, post-paid, to MUNN & Co., 128 Fulton street, N. Y.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

CAUTION.

RAILROAD COMPANIES are cautioned against an infringement of the Patent granted to H. M. PAINE, under date January 6th, 1852, "For excluding dust, &c., from Railroad Cars," incorporated, in which is the following claim:—"*I insure Ventilation without the annoyance of Dust, by means of the Window alone, without the deflectors.*"

We also warn Railroad Companies against the misrepresentations of H. B. Goodyear, who seeks to mislead them by means of protests, notices of caution, circulars, &c.

Upon application to the undersigned, pamphlets will be sent (gratis), in which are incorporated attested copies of the letters patent, and drawings of the Paine invention owned by this Company; also of the same owned by H. B. Goodyear; together with all the information requisite for the application and successful working of our improvement, in the *entire* exclusion of dust, cinder, smoke, &c., from Railroad Cars, giving at the same time an exhaustless supply of pure air.

H J. HALE,
Sec'y R. R. Car Ventilating Co.,
ap21tf 146 Broadway, New York.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

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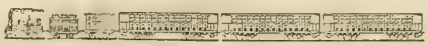
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No. 31. CINCINNATI, THURSDAY, SEPTEMBER 29, 1853. Vol. 1.

THE

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E. D. MANSFIELD, Editor.
For Terms and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For Engineers seeking employment; Railroad Companies desiring assistance; Contractors, Manufacturers of Railroad Machinery, Improvements, &c., &c., offers inducements unequaled by any other journal at the West.

Being devoted to Railroad and Manufacturing interests, its circulation, now rapidly extending, is largely among those connected with these interests, and presents at ready and efficient means of bringing to the notice of persons interested all new inventions, improvements, &c.

For terms of advertising, &c., see last column of the last page.

☞ A locomotive for the Ohio and Mississippi Railroad has arrived in the city from Patterson, New Jersey. About one mile of the track has been laid down in the vicinity of Sedamsville, and in a short time the snort of the "iron horse" will soon be heard in that locality, doing the labors of hundreds of horses and carts.

THE GREAT TUNNEL OF CINCINNATI.

There is nothing more remarkable in the railroad structures of the United States, than the Great Tunnel, under the Walnut Hills, Cincinnati. Tunnelling on an extensive scale is comparatively new in the United States. Short tunnels of from 1000 to 2000 feet are common; but they are little, in comparison with two, now in course of construction, and a third either commenced, or about to be made. The greatest proposed tunnel, in the United States, is the one which has been the subject of examination before the Massachusetts Legislature, viz; the *Hoosac Tunnel*. The great difficulty of that is, that it must be bored through solid rock, for a distance of about two miles. The cost, therefore, must be immense. The next tunnel of great magnitude, is that which is through the *Blue Ridge*; now more than half constructed, by that able and distinguished engineer, Professor Crozet, of Virginia. This tunnel is about 5000 feet, only half the length of that at Cincinnati, but vastly more expensive. Mr. Crozet has encountered the most difficult materials in tunnelling, rock and broken rock, sand, &c.; but he is now rapidly drawing to a close, and the tunnelling of the Blue Ridge will be alike honorable to the State of Virginia, and her distinguished engineer.—The next great tunnel, and in some particulars, the most interesting, is the *Cincinnati Tunnel*, whose length, with its walled approaches, is nearly two miles; perforating entirely, what may be called, the geological island, on which Walnut Hills stand. The origin of this tunnel is the peculiar position of Cincinnati. On the east, west, and south, there are no railway approaches, except on the bank of the Ohio River. There the inlets are narrow, and expensive; the town being crowded down for many miles, on the river bank. On the north there is no approach, except by the ravine of Mill Creek. This approach, also, has become crowded and expensive; it therefore became extremely desirable to make some new channel, if possible, for the numerous railways about to enter the city from the north. The idea was not, however, formally expressed, till the Dayton and Cincinnati Short Line Railway Company was organized. The object of that company being the *shortest* line north; that object could not be accomplished unless a shorter outlet from the city could be made. It was also perceived, that a tunnel once made, would answer for several railways, and thus, the stock of the tunnel company be made profitable. In the address of Samuel H. Goodin, Esq., president of the company, made in November, 1852, the plan was formally opened up to the public. It is not surprising, that the public should be incredulous. In the first place, that composite body, *the public*, know very little about tunnelling;—in the next place, if it had perfect faith in the engineer,—it said with some plausibility,—who will "sink his money in a hole?"—Money holders have generally *holes* enough without digging them, and are generally sufficiently ignorant of any matter dependant upon science. The company, however, found the money, and the work is rapidly progressing. Some account of it will be interesting to our readers.

The Engineer of the Tunnel, is Erasmus Gest, Esq., who deserves the highest credit for the skill and accuracy of his surveys and estimates; and the fidelity with which the work is carried on. Mr. Gest has kindly furnished us with the data, upon which we make the following statements:

DIMENSIONS.

Length of the arched approach, (South end,)	1,517	feet.
Length of the Tunnelling,	7,903	"
" " Arched approach, (North end,)	583	"
Total length of Tunnel,	10,011	"
Width of Tunnel excavation,	29	"
Hight	22	"
Greatest width, when walled,	25	"
" hight,	19	"
Dimensions of shafts,	12 X 20	"
Depth of the 1st shaft to the floor of the tunnel,	119	"
" " 2d " "	194	"
" " 3d " "	147	"

PROGRESS OF THE WORK.

The excavation and side walls of the North are complete. About two-thirds of the excavation of the South approach is done, together with one-third the masonry. The three shafts are completed. The amount of drifting,

or head work done up to the 22d Sept., is as follows :

At the south end - - -	140 feet.
" Shaft, No. 1 - -	220 "
" " " 2 - - -	160 "
" " " 3 - - -	160 "
At the North end - - -	285 "
Total - - -	965 "

At this time, therefore, the hill is is perforated about one-eighth of the entire distance through.

The ledge is out at the north end about 100 feet, and 60 feet walled and ready for arching. The work is driven night and day, and should a sufficiency of labor continue, as heretofore, the tunnel can be completed by the first of January, 1855.

GEOLOGICAL FORMATION.

The geological structure, or, as commonly called, *formation* of the ground through which a tunnel is to be carried, is perhaps the most important feature, in the general elements o a tunnel. On it depends, in a great measure, both the cost and the rapidity of construction. We find in the work, all sorts of material, from the lightest common soil to the hardest granite. Then there are the *inclination* of strata—the presence of water—or, of fire-damp, and many other considerations dependant on the peculiar nature of the earth at that place. In this case, the tunnel company have been fortunate, as to the material encountered. The hills around Cincinnati are composed of soil, stratified limestone, and blue marl. Before the company commenced, they consulted Dr. Locke, an eminent geologist, who assured them of the general qualities of the strata they would meet with. His statement proved entirely correct, and the company know precisely what they are to expect.

In the course of excavation, the workmen have found only blue limestone, and indurated marl, occurring in regular strata, and lying nearly level. At the elevation of the tunnel, between 145 and 245 feet above extreme low water mark in the Ohio, the strata are almost entirely composed of indurated marl ; only three layers of limestone occurring in the hight of tunnel excavation—21 feet—each averaging about eight inches in thickness. The marl has the fracture, and nearly all the tenacity of compact slate, when first excavated, but soon crumbles on exposure. It is readily loosened, by blasting, and of easy removal.

The tunnel has an inclination, or, is on a grade of 39 6-10 feet per mile, and, consequently, cuts the strata at an angle. But little water is encountered, not sufficient to require pumping ; nor does foul air form in the excavations, farther than an ordinary fan readily removes.

The arches of the approaches will be with stone. That of the tunnel, with brick, standing on stone side walls.

The magnitude of this tunnel may be realized, by comparing it with the Kingswood Tunnel, on the Baltimore and Ohio railroad, which is the longest in the United States, being only 4,180 feet in length ; or, with *all* the tunnels on that road, (14 in number,) their aggregate length being only 2,694 feet greater than this single one.

No one, at least no intelligent person, can now doubt the complete *practicability* of finishing this tunnel, at an early day ; nor can we doubt its great *utility*, both to the system of railways terminating at Cincinnati, and to the city. It is *not possible*, (if it were desirable) to transact all the busineas, in future, at the river depots. A visit to the large and convenient depots of the two Miami railways, will satisfy any one of that ; they are already crowded with freight arriving and departing. Besides all this, four-fifths of the city population will be on the upper level; hence the advantage of having a general depot there, for the distribution of passengers and of coal, (arriving on the eastern railways) will be very decided.

With a view to this advantage, the Dayton short line company have fortunately secured large depot grounds, near the intersection of Broadway and Hunt Streets, a sufficiently convenient location for a general distributing point. It is beyond doubt, we think, that with a view to their best interests, several of the northern and eastern railways must unite, at that point.

The tunnel, we should have said, commences in the valley or Deer Creek, passes underWalnut Hills, and emerges in a ravine, on the northern side, whence flows one of the little branches of Mill Creek ; thence the Dayton short line railway proceeds, by Sharon, Chester, near Middletown, to Franklin, Miamisburg, Carrolton, and Dayton ; making the entire distance about 52 miles. The country through which it passes, is the garden of the West ; eminently fertile and populous. Notwithstanding the direct and active competition with other lines, it is more than probable that the stock will be profitable. Ohio, the Miami country, and Cincinnati, are exceptions to all rules, which can be drawn from the experience of the Atlantic States. Such a competition, as is here proposed, could not be successful in the Eastern States, yet here, we believe, it will not only be successfull, but profitable.

The tunnel, at least, is based on the most solid elements of success, and will be regarded in future years, as a triumph of skill and sagacity.

☞ The Louisville and Nashville Railroad Company have contracted with the Crecent iron works of Wheeling, for *three thousand* tons of railroad iron.

Railroads.

FORT WAYNE AND SOUTHERN RAILROAD.

TERMINUS DECIDED.

From J.W. Borden, Esq., general agent for this company, we learn that this road will terminate at New Albany, after passing through Jeffersonville.

The route of the road throughout will be as follows : Fort Wayne, Bluffton, Montpelier, Hartford, New Castle, Spiceland, Rushville, Greensburg, Vernon, Paris, Lexington, Charleston, Jeffersonville and New Albany.

The capital stock of the company is $3,000,000. The amounts already subscribed are as follows :

From Fort Wayne to Muncie, -	$350,000
Lexington and Scott Co. - -	100,000
Charleston and Clark Co. - - (To be increased $50,000)	100,000
Jeffersonville City, - - -	200,000
New Albany City, - - -	300,000
Counties of Henry, Rush, and Decatur, - - - -	150,000
	$1,200,000
Additional from Clark Co. - -	50,000
Leaving only the sum of - -	250,000

to be raised to make one half of the capital stock secured, after which the entire line will be put under contract, and pushed to early completion.

From Fort Wayne to Muncie, the line is cleared and grubbed, and nearly graded. From Muncie to Lexington it has been surveyed and found practicable, but not yet permanently located, though the probable points are as given above ; from Lexington to New Albany will be put under contract in conjunction with the New Albany and Sandusky road, the two companies having united to build separate tracks upon the same road-bed between these two points.

The Fort Wayne and Southern company have it in contemplation to extend their road to Detroit direct, via Adrian ; and only await the necessary legislative action in Michigan to commence the work.

The directors feel much encouraged, and now deem the construction of the Fort Wayne and Southern Railroad a " fixed fact."

☞ The Winchester (Tenn.) *Independent* says the Bridge across the Tennessee River at Long Island, for the crossing of the Nashville and Chattanooga Railroad, will be finished ready for the cars by Christmas. The road between the bridge and Chattanooga will be finished by the same time, and the connection will then be complete between Nashville and Charleston. One hundred hands are now at work on the bridge.

Six hundred and fifty tons of railroad iron were landed at Savannah on the 13th instant, by the ship Naomi, from Wales, for the Augusta and Waynesboro Road.

CINCINNATI AND PORTSMOUTH RAILROAD.

From Mr. Whetstone, president of this road, we learn that its prospects are much brighter than at any time heretofore. Subscriptions are promised to the full extent necessary to effect the connection with the Steubenville, Maysville and Cincinnati road, in accordance with a resolution of that company.

Georgetown, Brown Co. will subscribe	$100,000
Franklin Township,	100,000
New Richmond,	75,000
Russellville,	50,000
Six Intermediate Townships,	75,000
Total	$400,000

The farmers along the line are quite enthusiastic in favor of the road, many of them subscribing liberally, who never subscribed to any public work before. The entire right of of way, as far as the line has been determined upon, has been promised gratuitously, and in addition, the donors will fence in the road.

Where such spirit is manifested, the road must progress. It will be, emphatically, a farmers road, being built almost (and we believe entirely) by farmers themselves. From our knowledge of that section of the state, and its conveniences for transportation, and what we know of the effects of railroads to enhance the price of produce, as well as of lands, we feel assured that the surplus of prices, which will be obtained when the road is completed, over what could have been obtained before, will pay for the road in a very few years of itself, apart from the ordinary earnings of the road.

This is the kind of roads we want.

By a Card in our advertising columns, it will be seen that this company have located their office at Felicity, Clermont county. Also, that any communications left with Messrs. Wm. F. Dair & Co., of this city, will reach the President of the company.

TERRE HAUTE AND ALTON RAILROAD.

FIRST ANNUAL REPORT.

We gather the following elements from the report of the President of this company, under date of July, 1853.

This company was organized by the election of a board of directors, in April, 1852. Its length, between Alton and the Wabash River, at Terre Haute, is 170 miles. It was at once put under contract, to be completed by May, 1855, for the gross sum of $3,000,000, to be paid for as follows, viz: seven-eighteenths of the amount in Cash, the balance in equal payments in bonds of the company, and stock, at par.

The cost of the road will be somewhat increased by the advance in the price of iron. It is now estimated at $4,000,000. The subscriptions, including stock issued in payment for work, amount to $2,025,000. First mortgage bonds to the amount of $1,000,000, have been negotiated in payment for rails.

There have been paid for work done, iron, right of way, &c., &c., 98 miles, $1,788,549.

Still necessary to complete the same, $390,000.

The whole line will be under construction this season, and completed in 1854. The bridge over the Wabash River, will be How's improved truss, and consist of three spans, of 125 feet each, with a draw, affording two openings of 65 feet each. The piers to be 36 feet high. Two locomotives have been procured; passenger and freight cars are being constructed.

Instalments of seventy per ct. of the subscriptions have been ordered, payable ten per cent. monthly; seven per cent. interest being allowed upon all payments, until the opening of the road; the interest payable in scrip of the company.

A donation was made of the right of way over any land owned by the State at the last session of the Legislature, and the capital stock increased to $4,000,000.

The resources of the company are:

Subscriptions, &c.,	$2,025,000 00
Seven per ct. Bonds negotiated in the purchase of Rails,	1,000,000 00
Eight per ct. Bonds *to be* issued,	1,000,000 00
Total	$4,025,000 00

The lien of $2,000,000, (loans) will be upon the entire road completed.

The estimated net receipts per annum, are $600,000, after deducting 50 per ct. for expenses.

The connections and intersections of this road are numerous and valuable; and we see no reason why it should not be a dividend paying road.

NASHVILLE AND CINCINNATI RAILROAD.

There is to be a meeting of the stockholders of this road at Glasgow, on the first Monday in October, to elect a board of Directors for the ensuing year.

The Nashville *True Whig* furnishes the following information concerning the prospects of the enterprise:

During the last five months, two corps of engineers have been actively engaged in making preliminary surveys. One party, under the charge of Mr. C. Collins, has run the lines from Glasgow to Nashville, and another under charge of C. B. Childs, nephew of the distinguished engineer, John B. Childs, and chief engineer of the Maysville and Big Sandy railroad, has made the surveys from Glasgow to Danville. The surveys on the whole route are expected to be finished by the 1st of October. Captain John Childs, under whose instructions these surveys have been made, will be able to make his report in October.

Glasgow is found by the surveys to be about equi distant from Nashville to Danville (say 85 miles to each) at which point the road connects with other lines of railroads already completed or in progress, reaching continuously on the most direct and practicable route from this city to Baltimore and Washington.

The cost of the Nashville and Cincinnati road, from Nashville to Glasgow, it is now believed by the engineers, will not exceed $13,000 per mile, exclusive of the iron and equipments. The heaviest work is from Nashville to Gallatin, which will average something more than the balance of the line, but not more, it is now believed, than about $14,000 per mile, exclusive of iron and equipments. The Ridge, we understand, can be passed with ease at a grade of 60 feet to the mile, with no curve less than 1630 feet radius. From Gallatin to Glasgow the road will not deviate more than three miles from an air line, and from Glasgow to Lebanon, Ky., the deviation will be less. From Glasgow to Danville the estimates are not completed, but Mr. Childs thinks they will be less than from Glasgow to Nashville. The subscribed stock of the company now amounts to near $700,000; and the company anticipate no difficulty in increasing it to $1,200,000 or $1,300,000, on the Kentucky side of the State line.

CLEVELAND AND ST. LOUIS STRAIGHT LINE RAILWAY.

The project of a direct communication between these two cities has recently been discussed at Cleveland. The proposed route is via Elyria and Lima, in Ohio; thence to Lebanon, Indiana, and Paris, Illinois, and thence direct to St. Louis, a distance of 521 miles.

Of the distance it would run, 80¾ miles would be a perfect level; 42¾ miles of a grade of five feet or less; 64¾ miles between five and ten feet grade; 51 miles between ten and fifteen feet; 77 83–100 miles between fifteen and twenty-one feet; 17½ miles between twenty-one and thirty-one feet; and 9½ miles between thirty-one and forty feet. The grades at Rocky River, (7 miles from Cleveland,) were between 30 and forty feet, and the other heavy grades near the extreme south of the line. No other grades were over twenty-one feet to the mile; and 120 miles in the center of the road would be less than five feet grade to the mile.

The entire line would be *new* road, making use of no other line upon the route. It is not proposed to build further than Paris, Ills. 342 miles, at first, leaving the remainder to be completed at some future time.

By reference to a map, it will be seen that this is an almost air line, having no angles, except a slight one at Lebanon, and where it descends to the Wabash river.

Mr. E. Hopkins, agent of the company, spoke at length in its favor, and Judge Dille, of Newark, O., president of the company, closed the meeting with a few appropriate remarks.

PORT HURON AND LAKE MICHIGAN RAILROAD.

Now that the building of the Oakland and Ottawa railroad is placed beyond a peradventure, and the people of Wisconsin have the assurance of an eastern route via Grand Haven and Detroit, public attention is beginning, very properly, to be directed to the Port Huron and Lake Michigan road, which is to connect with the Grand Trunk railroad, thence to Halifax, connecting with the European lines of ocean steamers. The cost of this road is estimated at $8,000,000—being at the rate of $40,000 per mile for 200 miles from Port Huron to the mouth of the Grand River, opposite Milwaukee. The large estimated cost of construction, however, is not in consequence of unusual difficulties, or any want of feasibility, but simply because, having been taken in hand by English and Canadian capitalists, they desire that it should be built in the substantial style adopted by English roads. The road itself, the freight buildings, depots, &c., are all proposed to be built in the most durable manner, so that although the original cost may seem large in countries where railroads do not average more than half the sum named per mile, yet in the long run, as has been proved by the experience of English roads, this style of building is more economical, in consequence of the diminished expenses for repairs, &c. The British capitalists who have enlisted in this enterprise have subscribed four millions of dollars towards it; and all they ask is that the Legislature of Michigan will increase the Capital stock of the company to $8,000,000 in which event they promise to build the road in two years from the passage of the act. Mr. Stephenson, one of the most eminent engineers in England, has been sent out to look at the proposed route; the whole of it has been surveyed, and we understand that Mr. Stephenson will make even a more favorable report than has heretofore been made by the friends of the road in England. Mr. Hascall was in town yesterday in connection with this project. We regret to learn from him that Mr. Stephenson, who accompanied him to Chicago, was prevented from coming to Milwaukee, being compelled to return east in consequence of a meeting of the friends of the road, to be held at Montreal on the 20th of the present month. At this meeting Mr. Stephenson will submit his report which will thereupon be forwarded to England.

The object of Mr. Hascall's visit here, we learn, was simply to collect statistical information and to enable the company to form an idea as to the amount of business that would be drawn to the road from Wisconsin and other Western States. We understand that he returns very favorably impressed in that respect. There is no doubt that this route will be one of *the* great thoroughfares between the East and West. Its favorable locality, its directness, the substantial manner in which it is proposed to be built, ensure that result. And in case the Northern Pacific route, now being surveyed, is adopted as the most feasible for a railroad (of which intelligent railroad men who are more or less acquainted with the several routes are quite sanguine) it will form with th Grand Trunk road, a bee line between Halifax and Puget Sound.

Since the above was in type, we find the following in the *Wisconsin* of last evening:

"Judge Hascall states that the extension of the Canada Grand Trunk railroad from Port Sarnia to Grand Haven on Lake Michigan, will be finished within one year from the present date, although the contract allows two years. The contracts are let to C. S. Gzowskie & Co., who have bound themselves to build the road in 5 feet 6 inches gauge, with tubular bridges. Mr. Hascall states that 50,000 men are now at work on the Grand Trunk line, 6000 of whom are between Toronto and Port Sarnia. The Engineer on that section is W. Stanley. On the line across Michigan are to be *thirty* engines, *thirty-two* passenger cars, 160 covered cars, 125 platform cars, thirty handcars, five snow plows, and *seven* forty five feet turn tables. The engine tables and workshops necessary to maintain the above equipments, are also to be built by the contractors and covered with roofs of metal or slate.

This news is of special interest to this State, and will hasten the various railroad enterprises centering at Milwaukee. The English company, from all indices, are determined upon despatch. *Milwaukee News.*

THE GREAT WESTERN RAILROAD.

A company of capitalists has been organized in Ohio for the consutrction of a railroad from the side of Trumbull county, through Warren, Akron, Medina and Tiffin, to Fort Wayne. The road is to be of the six feet gauge, connecting with New York and Erie road, east of Olean, and with the Erie and Sunbury to Philadelphia. The work through Pennsylvania is already under contract, and engineers will be on the route between Tiffin and Fort Wayne, this month. This is a highly important project, as it opens a very direct route to New York,—shorter by one hundred miles than any other now in operation.

The company has been organized with a view of connecting with the Fort Wayne and Mississippi and Western Air line to the Platte valley, if the latter agree to make their roads of the six feet gauge. Negotiations, having this object in view, have already been opened. This is a magnificent project and will form the greatest railroad in the world. An unbroken six feet gauge running almost on an Air line from New York City to the Platte, a distance of 1,100 or 1,200 miles, and thence to be continued to the Pacific! All other roads dwindle into insignificance compared with this stupenduous and truly national undertaking.—*Fort Wayne Sentinel.*

RAILROAD MEETING.—From the Bloomington, Ills. *Intelligencer*, we learn that on the 6th inst., a large concourse of citizens assembled at that place, to discuss railroad matters. The meeting was addressed by Hon. A. S. White, Hon. Henry Ellsworth, and others, and several appropriate resolutions were adopted, and a determination to do all they can to aid the railroads tending to towards their city. A resolution was adopted requesting the Mayor to submit a proposition, in accordance with the general law, authorizing the city to subscribe $50,000, to aid the construction of the Mississippi and Wabash Railroad.

A great deal of enthusiasm was manifested, and the entire proceedings were characterized by harmony and unity of feeling.

CINCINNATI AND CLEVELAND SHORT LINE RAILROAD.

From the Mansfield *Shield and Banner*, we learn that a meeting of the citizens of that town, was held on Tuesday evening, 13th inst., relative to this road.

The route, as proposed at this meeting, proposes to unite with the Cincinnati and Xenia short line, at Xenia, thus forming an almost direct communication with Cleveland, and will, it is claimed, shorten the distance between the two termini, about 40 miles, and improve the running line in consequence of greatly lessening the number of curves, and and of the easier grades. The intermediate points will probably be, Lebanon, Xenia, Delaware, Mansfield, Mt. Gilead, Ashland and Medina.

From Cincinnati to Xenia, the line is now under contract, and will be completed in 1854. From Xenia to Delaware a company is also organized. From Delaware to Cleveland has not yet been surveyed, but will be very soon. When completed, it is intended to have the entire route consolidated into one company.—The meeting was addressed by the Hon. Thos. Corwin, and Dr. Joshua Martin; and adjourned to meet again on the 21st inst.

CONVENTION OF RAILROAD PRESIDENTS.

A DESIRABLE MOVEMENT.

A general meeting of the presidents and directors of the various railroads in the United States, we see it stated, will convene at Washington, during the month of October, to consider the adoption of a code of laws, and the establishment of such general measures as shall guard against accidents on railroads, and give more confidence to travelers, and assurance that precautionary measures of the most reliable kind are hourly experienced upon every railroad throughout the Union.

WABASH VALLEY RAILROAD.—We learn by the *Toledo Blade*, that in consequence of some difficulty about connecting with the Toledo and Cleveland road at Toledo, the Directors of the Wabash Valley railroad have decided to run a branch of their road from Defiance to Cleveland, by which the difficulty will be avoided, and the distance to the east greatly shortened. They also have it in contemplation to make a branch to Detroit, to connect with the Canada railroad to Buffalo, which is a shorter route than the one on the southern Lake shore. These cut-offs will be a death blow to the hopes of Toledo, so far as any advantage from this railroad is concerned.

EUROPEAN AND NORTH AMERICAN RAIL ROAD.—The first sod of this railroad was turned by Lady Head, at St. John's, N. B., on Sep. 15th, in the presence of 25,000 persons.

RAILROAD MAP.

E. Gest, Esq., engineer of the Dayton Short line and other roads, has recently issued a Map of the Railroads now completed, or in course of construction in the States of Ohio, Indiana, Illinois, Kentucky, Michigan, Wisconsin, and portions of the surrounding States, all correctly laid down. Shewing the locations, connections, intersections of, and the chief cities and towns through which each road passes.

We have become proprietors of the stone upon which the map is drawn, and are prepared to supply them in large or small quantities at reasonable rates.

Railroad Companies desiring to show the direction, connections and intersections of their roads, can have them laid down in prominent lines, and furnished in any quantity, at short notice.

The size of the map is 24 by 28 inches.

SHORT LINE RAILROAD.

INDIANAPOLIS AND CINCINNATI.

This line has recently been surveyed by Col. T. A Morris, under the direction of the *Lawrenceburgh and Upper Mississippi Railroad Company*, with a view to procuring an entrance into this city for this road.

The distance by this route will be 101 or 102 miles; sixty-three miles of which, next to Indianapolis, will run upon the Lawrenceburg road, leaving only some thirty-eight or nine miles to be constructed. The Indianapolis *Journal* says :

"The examination and survey just made will, it is believed, clearly show that the route from Harrison by Miamitown, up the middle fork of Taylor's creek, to the farm of Mr. Gant, and into the city, on the line of the Cincinnati Western Railway, is by far, *the shortest, cheapest, and on easiest grades*. The curvature will be very light, and there will be no grade on the whole line, near so heavy as at present exists, and was necessary, on the Lawrenceburgh and Upper Mississippi railroad, south of the point where the new route will leave it."

The profile and estimates will be ready in a few days.

SOUTHERN RAILROAD COMPANY.—From the Philadelphia *American* we learn that H. Haupt Esq. of that city, consulting engineer of the Southern Road, from Montgomery Ala. to Brandon Miss. has effected arrangements with responsible parties to dispose of $1.100,000 of the bonds of the company, sufficent to construct, equip and put into operation the entire line across the State of Mississippi, within two years. The contract was closed on the 20th inst. This also secures the completion of the line in Alabama. The Vicksburg and Shreveport road is the Western continuation of this line, and is now vigorously under way.

PITTSBURGH AND CONNELSVILLE RAILROAD.

The surveys on this important road are progressing rapidly under the superintendence of the chief engineer, Mr. Barnes. One corps has been engaged in surveying a route which leaves the Monongahela about six miles above Pittsburgh, and passing through Mifflin township, strikes the river again and follows it to the first dam; from which point, the Pittsburgh *American* states, Mr. Barnes has discovered an easy and practicable route across the country to Buena Vista, which reduces the distance from 10 miles to 4 miles, with an actual saving of cost per mile in excavation and damage, over the one which would follow the route of the river, which in this distance makes three deep bends, all of which the cross cut takes off. The new railroad projected at Cumberland, running from Piedmont on the Baltimore and Ohio Railroad, to Castleman's river, will connect, the Pittsburgh *Post* says, the Pittsburgh and Connelsville Railroad, at Myer's Mills, with Cumberland, by a southern route across the mountains, using some 24 miles of the Baltimore and Ohio road. The Will's Creek route, which will doubtless be adopted by the Connelsville company, takes a bold sweep to the north, the road spoken of above takes a wide sweep to the south, being about ten miles longer to Cumberland than the former. The Connelsville road will thus have the advantage of two roads across the mountains.

FREMONT AND FORT WAYNE RAILROAD.

A Brooks Esq., chief engineer of this road, reached Fort Wayne on Saturday last, and says, that they have succeeded in obtainiug an air line of a single tangent of 100 miles from Fremont, westwardly, and within six miles of Fort Wayne, with a grade not over 15 feet per mile, and an average of only 3 to 5 feet.

The right of way is secured throughout most of the way in Ohio.

The Stockholders of this rood are men of wealth, and will urge its completion with as little delay as possible.

CLINTON AIR LINE RAILROAD.

The work on this road is rapidly progressing. Already the western section between Hudson and the State line has been located, and a large portion let to contractors, who have commenced work in several places with an energy which promises its speedy completion. The inhabitants along the line manifest a spirit hardly equalled in any section of the State. Anticipating the advantages arising from this improvement, the citizens came forward and gave the right of way, nearly or quite the whole distance.

This road, when completed, will open up a country as rich in agricultural resources as any in the west, and make a valuable addition to our already large amount of internal improvements.

Much credit is due to the citizens of Parkman, Geauga County, for the active measures taken by them in securing the gift of the right of way to the company. This is done by the citizens of each township signing a bond to be taxed according to their property, for the payment of the landholders.

THE NEW YORK CENTRAL AND THE NEW YORK AND ERIE RAILROAD.

We have said that the parallel between the New York Central and New York and Erie Roads, has become closer. The first has been *marked up* in value from $19,500-,000, the original cost, first and last, of the eight seperate roads consolidated last Summer, (see State Engineer's report, to September, 1852,) to $33,585,000, with a reserve, say of $4,000,000, for new construction, new equipments, and renewal of present tracks. This would leave about ten millions of dollars for premiums on the separate Stocks and the profits on their cost before consolidation. In other words, by its vast business, improved prospects, and ability to return handsome dividends, the New York Central is now represented in Shares and certificates of debt to the amount to ten millions more than the money expended in the original construction and to be expended in the improvement of the line. The stock alone is $23,085,600. Ths debt bearing 6 per cent. 10,500,000. The Erie Road, it is frequently assumed, cost from seven to 10 millions of dollars more than it should have cost or would have cost, but for the difficulties and embarrassments under which it was built, and the extravagance in contracts for construction, for rails, and equipments, which, under the system of credit, and that not always of the highest, was almost unavoidable. The whole cost of the road, now about $32,500,000, may be assumed at $34,-000,000 when completed, of which $10,000,-000 will be in shares, and, $24,000,000, in funded debt, bearing 7 per cent.

The New York Central is 330 miles in its main stem, double track, with 130 miles lateral roads, equnl, to 385 miles double track, exclusive of the Patterson lease.

The New York Central is operated at a cost of 45 per cent on the gross earning, having the advantage of the preponderance of passenger over freight traffic. The Erie is now operated at 55 per cent., which will be further reduced to 50 per cent. The gross earnings of the Erie will be $4,750-,000, and promise $5,500,000, in 1854, Conceding an advantage of full half a million to the Central, in 1854, from local passenger traffic, (the line passing through two of the finest valleys of the State, and we believe in the Union, in wealth and population,) the general parallel stands thus:

	Central.	Erie.
Gross, cost, complete	$33,500,000	$34,000,000
Miles double track	395	385
Debt at 6 per cent	10,00,000	
Debt at 7 per cent		24,000,000
Shares	23,085,600	10,000,000
Gross earnings, in 1854	6,000,000	5,500,000
Nett earnings in 1854	3,300,000	2,750,000
Annual interest	600,000	1.680,000
Resulting profits on stock	11.70 per ct.	10.70 per ct.

—*N. Y Times.*

PRESENTATION OF A SERVICE OF PLATE.—On Saturday evening last, the friends of P. W. STRADER Esq. general agent of the Little Miami railroad, assembled at the St. Charles Exchange in this city and presented him a splendid silver service. The presentation speech was made by Capt. Geo. Ford, and was replied to in a very appropriate and feeling manner by Mr. Strader.

FORT WAYNE AND CHICAGO RAILROAD.

On Wednesday last the following gentlemen were elected directors for the ensuing year: George H. Hart, of Philadelphia; J. Evans and W. S. Gurnee, of Chicago; S. J. Anthony, of Valparaiso, Ind.; Mr. Willlams, of Warsaw; A. L. Wheeler, of Plymouth; H. Swihart, of Columbia; and P. Hoagland and S. Hanna, of Fort Wayne. S. Hanna was re-elected president; J. R. Straughan, chief engineer; and A. McJunkin, secretary and treasurer.

This company has been fortunate in its selection of officers. It is scarcely a year since the first meeting was held to organize the company, and in one year more the whole line of 145 miles will be in operation. For this unparalelled success they are in a great measure indebted to the prudent and indefatigable exertions of the president, Judge Hanna, and the skill, judgment and energy of their chief engineer, J. R. Straughan, Esq.. who, though comparatively but a young man, has but few superiors in the requisites necessary for a successful engineer, and has achieved an enviable reputation in his profession.

LEXINGTON AND BIG SANDY RAILROAD.—Mr. Apperson, President of this road, has just returned from the East, the entire line has been put under contract, to be completed by October 1855. The terms are one half cash, one fourth each of the bonds and stock of the company at par.

These terms are considered very favorable, and there is but little donbt that the road will be completed at an early day.

None of the obligations of the company have yet been offered in the market; and such has been the management of the affiairs of the company that when they may be offered they will undoubtedly rank wth the best on Change.

CHICAGO AND ROCK ISLAND RAILROAD.—This road was opened to Tiskwila, twenty two miles West of Peru, on the 14th inst.

☞ The Stockholders of the Nashville and Northwestern railroad, met, pursuant to notice, at Nashville, on Monday, the 5th inst., and organized their board of directors, by electing the following gentlemen as directors. We are informed that they have, including State aid, a capital stock of about $2,000,000.

Of Humphrey's County,—Thos. Wiley. Of Henry County,—Wm. Fitzgerald, John H. Dunlap, Benj. C. Brown, Jeremiah Dumass. Of Weekly County,—John A. Gardner, W. W. Gleeson, Jeptha Terrell, Samuel Peoples, Samuel Irving, James Ethridge, Of Obion County,—Wm. B. Foster, Wm. Wyatt, S. H. Cary, Robt. Ury.

John A. Gardner, was elected president of the board. The board will meet at Paris, Henry County, on the 1st Wednesday after 1st Monday in October next.—*Clarksville Chronicle.*

PEORIA AND OQUAWKA RAILROAD.

The President and Board of Directors of this road held a regular meeting last week at Peoria, commencing on Wednesday morning, and continuing its session until 6 o'clock on Saturday morning—having passed the night in closing up the business before them. We had the pleasure of attending the meetings of the Board, and can bear testimony to the energy, promptness and ability of its members to carry out the great work that has been placed in their handst We give below a brief synopsis of the proceedings of the Board.

President Rouse, who had been absent in the eastern cities for several months, on bus iness of the company, made an elaborate report of his proceedings, which was highly satisfactory to the Board—after which a Finance committee was appointed to examine into the fiscal affairs of the company, and report, preparatory to taking further action to prosecute the work to a close. This committe had a laborious task before them, but, with the aid of the highly competent and energetic Secretary of the Board, the fiscal affairs of the company were soon reduced to a shape that enabled the board to proceed to business understandingly,

Bids were then opened for building the road from this place to the junction of the branch road leading opposite to Burlington, and was awarded to C. Hardin & Co., who are to have it completed and in running order in six months.

From Elmwood to Knoxville, a contract was entered into with Cruger Secor, & Co., who are to furnish everything, and complete their contract within one year,

The eastern section, 65 miles, of the eastern extension of the Peoria and Oquawka Railroad. was next put under contract. An eastern company take it and furnish everything.

Every portion of the road from Logansport, Ia., including the Burlington Branch, a distance of two hundred and seven miles, is now under contract—most of it in the hands of experienced railroad contractors—and all under an able board of directors, which gives assurance that the work will be speedily completed.—*Oquawka Spectator.*

RAILROAD TRAFFIC.

We have compiled, from the reports of various railroads, the per centum gain in the traffic on these roads being the difference in business between the same periods of 1852, and 1853, and our compilation shows the following gratifying result:

Roads.	Increase per ct.
Cleveland and Columbus	20
Little Miami	23
Louisville and Frankfort	28
N. Y. Central, through the whole line	27
Hartford and Springfield	18
Housatonic	20
Norwich and Worcester	20
Baltimore and Ohio	43
Michigan Central	16
Michigan Southern	50
New York and New Haven	12
Ohio and Pennsylvania	102
Pennsylvania	52
Water'own and Rome (N. Y.)	43
Cleveland and Pittsburgh	20
Cincinnati Hamilton and Dayton	58

With the exception of the two roads in Pennsylvania, it will be seen that the average gain in the business of the Western roads is greater than those of the East.

We may believe that where Western roads are judiciously located, the business on them will probably increase the coming year from 30 to 50 per cent., and the stockholders may look forward with confidence, that this mode of investment for their capital will yield them large returns.

Two of the Western roads have already made dividends the present year of 12 to 15 per cent, the latter, too, from a road not finished, and which will doubtless yield an increased dividend when it enjoys the whole through traffic.—*St. Louis Intel.*

THE CENTRAL OHIO RAILROAD.—The Zanesville *Courier* has the following gratifying paragraph in relation to the progress making in the construction of this road:—

We are gratified to learn that the track of this road is now laid some five miles east of Zanesville, and that the company is laying about one half mile per day. We are assured, from the best authority, that they expect to reach Cambridge about the 1st of November, and that the whole line will be completed to Wheeling by the 1st of July, 1854, and the directors think at an earlier day. This is sooner than we expected from the scarcity of hands, and the difficulty of obtaining them; but out authority is unquestionable:

OHIO AND INDIANA RAILROAD.—A large quantity of the iron for this road is now in Toledo, and more is daily expected. The track-layers have been notified to commence their labors at this point, and will probably be along in about ten days, at which time a locomotive, to be used in construction, is also expected. Two parties of track-layers are already at work—one west of Bucyrus, and the other at the crossing of the Mad River Railroad; a third will commence at Fort Wayne shortly, and a fourth at Delphos early in October.

RAILROAD CONVENTION.—A railroad convention was held at Point Pleasant, Missouri on the 3d inst., at which it was resolved to procure subscriptions to the stock in the Charleston and Nashville railroad, provided its terminus should be in Obion county. Tennessee, where it may connect with the St. Louis and Iron Mountain railroad at Chalk Bluffs, from which it would be but a short distance. This link would connect the southeastern portion of the Union with the great chain of railway contemplated from St. Paul to New Orleans, and would open to our State new and important avenues of commerce.—*St. Louis Democrat.*

LOUISVILLE AND SANDUSKY RAILROAD.—At a meeting of the directors of this road, held in Sandusky, on the 14th inst., Elutheros Cook, of Sandusky, was elected President, and Rush R. Sloane, Secretary.

LITTLE MIAMI RAILROAD.—The laying of the double track upon this road is proceeding rapidly; and will be completed to Loveland's by November next.

LAKE SUPERIOR RAILROAD.

This road, as contemplated, would be 567 miles in length, (including 60 miles of Lake navigation,) more than 100 of which lie through a wilderness hitherto unsurveyed; there consequently must be some very strong reasons for even thinking seriously of constructing it. Some of the more potent reasons why this road should be built, as given by its friends, are as follows, viz :—

"Looking to Lake Superior to become even one half as important in a productive point of view as it now promises, there can be no doubt of the speedy necessity of a connection which shall be practicable, so far as possible, during the winter months. Should the manufacture of copper ever be attempted there, and should that of iron, already commenced and profitably conducted, become more widely prosecuted, it can only be done to advantage by the aid of a winter communication with the lower Peninsula. The great obstacles to the prosecution of these enterprises upon a large scale upon Lake Superior are:

1st. The difficulty of obtaining operatives from below.

2d. The loss of all advantages of an advance in metals during the months from November to June inclusive.

3d. The loss of interest upon all manufactured stock for a space varying from one to seven months-

4th. The embarrasment occasioned by "*strikes*" in an isolated and remote region.

5th. Being exposed to the mercy of large bodies of men, without hope of assistance from abroad in case of outbreak.".

The projected route is as follows:—

	Miles.
Detroit to Pontiac, (now completed)	25
Pontiac to Pere Marquette	186
Pere Marquette across the lake to Manitouwac.	60
Manitouwac to Kewena Point	196
Branch to Iron Bay	60
Branch to Ontonagon	40
Total	567

M. L. Drake Esq. in a letter to Hon. Lewis Cass, says:—

Aside from the interest subsisting in Michigan, and Wisconsin, with regard to this route, every State where citizens have a dollar invested upon Lake Superior, has a direct interest in it, proportionate to the amount of that investment, and growing as that grows. At present then, New York, Pennsylvania, Massachusetts, Connecticut, Vermont and Ohio are situated in this respect so that when the subject is fairly presented before Congress, their members will be reminded that in passing it by or neglecting it, they are sacrificing the interests at least of those of their respective constituents thus interested, if not as we claim, the wider interests of every State having commercial relations with Lake Superior, and finally of the country at large.

Communications.

For the Rail Road Record.

"When they break down,
——Then we have to fix'um."

MR. EDITOR :—

On a time, as all stories begin, two men chanced to meet, not a thousand miles from the Queen City ; one a sub-inspector and repairer of the rolling stock of a certain railroad company, and the other a gentleman of leisure.

Given to observation, the latter remarks to the former ; "Why do you allow that car to run in that condition ?—Look at that truck—and there's a bolt without a nut—why don't you straighten that lever ?—that car is not fit to run."

Reply : "We've no time to fix such things, the company don't give us but little help—*When they break down, then we have to fix'um.*"

And there arose in the mind of the observant man the following soliloquy. Is this company too *poor* to furnish the requisite amount of help for the important work of minor repairs ? No ! The stock of the company is on 'change' to-day, at full ten per ct. above par.

Perhaps the superintendent is not aware of any deficiency in this department of his general supervision. However, the neglect may find its origin in a species of American economy—*small* expenditure and large profits; overlooking the exertions of a few—fostering neglect, to *save* the wages of an additional hand.

"Penny wise, pound foolish."

It seems to me, the great secret of success in any enterprise, is in strictly attending to the *small* things, coupled with the more important.

It is an old adage, "a stitch in time saves nine;" and I apprehend, a minor repair in time, would save nine to many a Railroad company. But there is another feature underlying the management of roads ; I allude to the men employed, often incompetent, for lack of native talent and experience ; best illustrated by a brief sentiment, uttered by a person whose business it was to inspect cars as they came into the station. There, says he, "that car must come off the track, the *axles turn round.*" Well, how come incompetent men in charge ? Necessity may be pleaded in some cases ; but, more frequently influential friends secure for them a position of trust, while the man of worth and experience is thrust aside, and from necessity compelled to accept a position inferior to his talent.

There is Mr. B——, general superintendent, and there is his son-in-law, Mr. C——, must do something for a living ; with a little practice, he would make a good car duster, and cleaner or journal greaser ; but he is crowned superintendent also of some branch for which he was never fashioned by his Creator. The president, the directors and other officers have *their* particular friends to be cared for ; and finally, what a great inconvenience it is to have *poor* relations and friends of limited influence.

But, there is still another feature popped into notice—the old main spring of action. "I won't budge an inch from prescribed limits," eternally re-acting against the constant tendency of all things to higher and better forms of usefulness. The sentiment is everywhere prevalent :

"Do precisely as somebody else has done."

Ask a man whose business it is to be posted in all the best methods of doing work,—Why do you continue to pattern after the old fogy notions of a plodding age ! Hear the reply,—"That's the way they do on the Reading road, they do in this way on the Lowell road;"—Progress.—Such minds have not conceived that there is such a thing.

Many, serving in inferior offices, could teach their superiors, in mere position, lessons, valuable lessons from the school of their own rugged experience ; but their subordinate positions forbid their suggestions being heeded. If made, they would be met by stereotyped formality. "They don't do so on the Little Miami road." And then, how often is it, should a valuable thought be advanced by an inferior, not in talent, but in position, the result of his own experiecne, that the mind whose business it is to improve upon it, has not the intellect to perceive its value. And if he has, a miserable pride prevents the acknowledgment, that any man, who goes and comes at his bidding, is capable of conceiving thoughts that would never emanate in his brain, though he is supposed to know all things worth knowing, in the line of his vocation, Just as if the Almighty dedicated certain minds to be the special receptacles of thought, of which all other minds are the mere echo. Away with this hunkerism. Every mind is an originality in itself, and its own humble experience, a new lesson added to the storehouse of knowledge, had minds who rule only the sense to appropriate it to useful ends.

Minds, stagnant, have no business in connection with railroad enterprise, now sweeping with a giant arm the old order of things into the tomb of oblivion, wrapped in the murky winding sheet of a *false conception* of man's relation to man, and to his God.

Your's

SOLILOQUIST.

HARLEM RAILROAD.—The earnings of this Road for the eight months, ending September, 1853, were $637.989.000, being $137-,086, more than the same months of last year. The earnidgs have doubled within three yeas.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Akron Branch of Cleveland and Pittsburgh ..	.....		....		
Alabama and Tennessee	1st mortgage, convertible till 1872.....	7	1872	98	100
Alton and Springfield	.....	8	1865		
Baltimore and Ohio.....	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed.....	6	1875	95	99
Do do	" "	6	1880	36	98
Do do	"	7	1860	95¼	97
Do do	.....	6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi.....	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne.....	.....		....		
Cleveland, Columbus, and Cincinnati.....	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning	.....		....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible.....	7	1861	99	100
Cleveland and Pittsburgh.....	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855.....	7	1861	108	110
Cincinnati, Wilmington and Zanesville.....	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago	.....		....		
Columbus and Lake Erie	.....		....		
Columbus, Piqua and Indiana.....	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington.....	1st " " till 1862.....	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan.....	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre	.....		....		
Detroit and Pontiac.....	.....		....		
Eaton and Hamilton.....	1st mortgage	7	1862	84	87
Eaton and Piqua.....	.....		....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.....	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857.....	7	1862	85	87
Frankfort aad Lexington.....	1st " "	6	....		
Franklin and Warren.....	.....		....		
Galena and Chicago Union	Pledge of 2d section, convertible.....	10	1853–6	125	130
Do do do	" 3d " not convertible....	6	1862	98	100
Greenville and Miami.....	.....		....		
Illinois Central.....	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin.....	.....	10	....		
Indiana Central	1st mortgage, convertible.....	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine.....	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio).....	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie.....	.....		....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy	.....		....		
Lexington and Danville.....	.....		....		
Little Miami	No mortgage, convertible 1852–4.....	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville.....	.....		....		
Mad River and Lake Erie.....	1st mortgage, convertible till 1855.....	7	1855–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati.....	1st " convertible.....	7	1868	95	97
Maysville and Big Sandy.....	.....		....		
Maysville and Lexington.....	1st mortgage, convertible.....	6	1870	88	90
Memphis and Charleston.....	.....		....		
Michigan Central.....	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857.....	8	1862	103	105
Mobile and Ohio.....	.....		....		
Do do Paducah Branch	.....		....		
Nashville and Chattanooga	.....		....		
New Albany and Salem.....	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie.....	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible.....	7	1855	97	98
Do do	Convertible till 1861.....	7	1871	92	93
Do do	" " 1862.....	7	1862	92	95
Northern Indiana.....	1st mortgage, not convertible.....	7	1860	104⅜	105¼
Do do	2d "		....	93¼	94
Ohio Central.....	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east " .	7	1864	103	105
Ohio and Indiana.....	1st " "	7	1867	97	99
Ohio and Pennsylvania.....	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible . ..	7	1872	93	95
Ohio River and Wabash	.....		....	95	98
Pacific, Mo	.....		....		
Panama	1st mortgage, convertible.....	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	100	102
Pennsylvania	1st mortgage, convertible till 1860.....	6	1880	107	109
Peru and Indianapolis.....	1st " convertible.....	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible.....	7	1872	98	100
Sandusky and Mansfield.....	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley.....	.....		....		
Southwestern, Tennessee	.....		....		
Sangamon and Morgan, or Great Western....	.....		....		
Springfield and Columbus.....	.....		....		
Steubenville and Indiana	1st mortgage, convertible.....	7	1865	93	94½
Terre Hante and Alton.....	.....		....		
Terre Haute and Richmond.....	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "		....	90	95
Vicksburg, Brandon and Jackson.....	.....		....		
Virginia Central.....	.....		....		

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Akron Branch of Clevel'd & Pittsb'h..			
Baltimore and Ohio	100	68	70
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown.....			
Buffalo and Pennsylvania State Line ..		125	130
Central Military Tract.....			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago...			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton.....	100	107	110
Cincinnati, Indianapolis and Chicago..			
Cincinnati, Logansport and Chicago ...			
Cin. Wilmington and Zanesville.....	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas...			
Cleveland, Painesville and Ashtabula.	100	137	140
Cleveland and Pittsburgh.....	50	90	92½
Cleveland and Mahoning			
Clinton Line.....			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana.....		102	103
Columbus and Xenia.....	50	118	120
Covington and Lexington.....	50	72	73
Covington and Ohio, Va			
Dayton and Michigan.....	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac.....			
Eaton and Hamilton.....	25	66	68
Eaton and Piqua.....			
Erie and Northeast.....		124	125
Erie and Kalamazoo.....		95	100
Evansville and Illinois.....			
Fort Wayne and Mississippi.....	50		
Fort Wayne and Southern			
Franklin and Warren.....			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph.....			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati.....	50	69½	70
Illinois Central.....	100	123	125
Illinois and Wisconsin.....			
Indiana Central.....	50	90	92
Do do 10 per cent	50	90	93
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette.....	50	76	80
Jeffersonville and Indianapolis.....	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie.....			
Lake Erie, Wabash and St. Louis.....			
Lawrenceburg and Upper Mississippi .	50	73	75
Lexington and Frankfort.....			
Lexington and Danville			
Little Miami.....	50	118	120
Logansport and Pacific.....			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville.....	100		
Macon, Georgia		108	109
Mad River and Lake Erie.....	50	86	88
Madison and Indianapolis.....		84	85
Marietta and Cincinnati	50	70	72½
Marion and Mississinawa Valley.....			
Maysville and Lexington.....		60	75
Maysville and Big Sandy			
Memphis and Charleston.....			
Michigan Central.....		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio.....			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana.....		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	93	95
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama.....		108	109
Parkersburg, or Northwestern Va.....			
Pennsylvania	50	97	98
Peru and Indianapolis.....	25	70	70½
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana.....			
Southwestern, Tenn.....			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus.....			
Steubenville and Indiana			
Terre Haute and Alton.....			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson.....			
Virginia Central.....			
Xenia and Columbus.....		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¼
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	106	108
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem	½ prem.
Do	60 days	interest oll	——
Do	90 days	interest off	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 00½
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

MONETARY.

During the past week the Money Market, at the East, has presented a much easier aspect. There was a steady demand for money for Mercantile purposes; the extra call being for Stock speculators. The average rates have been, on call 6@7 ℔ cent. for prime paper and 8@9 for less known paper.

The Stock market in the early part of the week presented a very firm appearance, with an upward tendency; there was a slight folling off twoards the close however, though not very material.

The Erie Railroad stock is again getting into favor; doubtless from the fact of a dividend of 3½ ℔ cent. having been declared, payable on the first proxo. The new management of this road has introduced much reform, and its affairs are now administered much more economically than heretofore which also tends to sustain confidence.

On the subject of American Bonds abroad the *N. Y. Times*. speaks as follows; viz:

Private letters from England are not by any means of a panic tone, in regard to the advance of interest by the Bank; so far, at least, as they relate to the general commercial affairs of Europe and the United States. But they contain special reference to the new Railway schemes of this country, which it behooves our very enterprising and road-building people to take note of at once. Large Foreign negotiations have, undoubtedly received a severe check, in the rapid advance of the usance of money in Great Britain; nor can they with safety be turned over to the care and keeping of our own bankers: since, while the rates of interests have gone up, in London. from 2 ℔ cent. in January to 4@5 ℔ cent. in September, they have also doubled, or nearly so, in New York, and 10 ℔ cent. may now be quote as it has been, for six weeks past, the average cost of capital, outside of Banks in Wall-st. The letters from the other side say there will be no interruption to a regular moderate business in American Stocks; no Security returned upon us at a sacrifice; no withdrawing of nominal orders for the Bonds and Shares of the desirable and dividend-paying State, City, and Railway works already established in credit and favor. But beyond this, owing to the many inducements to good interest at home, and the late tendency on this side to multiply new schemes by millions, where it was deemed prudent a few years ago to move only by hundreds of thousands, no safe calculation can be made. Exceptions there will be, of course to the remark, but they will grow out of the peculiar, perhaps strong, personal influences brought to bear on their behalf, rather than general favor to the new Stocks of the country. We write from a settled conviction of the facts of the case, as they show themselves in recent events and advices."

Foreign exchange still remains below specie shipping point, ranging during the last week for 108@109 for produce bills, to 109¼@109½ for Bankers bills.

The balance in the Sub. Treasury at New York is now nbout $10,000,00.—and daily increasing—The entire amount of Government funds is now $27,000,000.

At the West, money is much easier the market being better supplied. Outside rates from 9@15 ℔ cent.

Eastern exchange has become very firm and we quote an advance of ½ ℔ cent.

In the stock market there is very little movements.

BANKING STATISTICS.

The State Bank of Indiana, in view of the termination of its charter, is making preparations to close its business; and being desirous of approximating, as nearly as may be, the gain to similar institutions by the loss of circulating bills by the public, have addressed circulars to various banks, asking information upon the subject.

The facts yet developed are meager; the following only having been elicited:

The Catskill Bank in thirty years, with an average circulation of $200,000, gained $15,000. None of which has been returned for a space of ten years.

The Mechanics Bank of Baltimore, in forty-seven years, with an average circulation of $428,000, issued between 1806 and 1839, have now outstanding, after a lapse of ten years also, the sum of $26,900. being an average of $800 per annum. This deficit includes the sum of $15,000, sent during the war of 1812, to the Canadian frontier to pay troops, and supposed to have been lost in the St. Lawrence River.

The circulation of the State Bank and branches is immense, and the proportion of lost bills must be pretty large.

CHICAGO, STERLING AND MISSISSIPPI RAILROAD COMPANY.—The books for receiving subscriptions to the capital stock of this company, were opened in Chicago on the 13th inst., and $400,000, the amount required by the act of incorporation to be subscribed previous to the election of directors, was taken, when the books were closed. Wednesday, the 2d. day of November next, is the day fixed upon by the stockholders for the election of directors, when the company will be fully organized for the transaction of busness under its charter.

MADISON AND INDIANAPOLIS RAILROAD.

☞ The receipts of the Madison and Indianapolis railroad for the month of August, 1853 as compared with the same month of 1852, was as follows:

1853	$24,700
1852 —	22,600
Increase in August, 1853	$2,100

Miscellaneous.

BRIDGE OVER THE ILLLINOIS RIVER, AT LASALLE.

BUILT BY THE CENTRAL RAILROAD.

From the *Democratic Press* we gather the following :

This bridge will be about 1,300 feet long, from a bluff on the north side of the river to an embankment on the south side, sixty feet high, supported by stone piers, with spans of 160 feet, and 40 feet above low water mark. The plan of the bridge is How's. It is 25 feet high from the top of the piers, and roofed over ; the railroad track is to be laid on the top, while beneath, and within the framework, is a carriage and passenger way.

The foundation is laid upon piles driven 15 feet into the ground, as near to each other as they can be placed ; these piles are capped with sticks of hewn timber, 12 inches square, and the interstices filled with gravel ; upon this solid bed a five inch plank floor is laid, and upon this is laid the masonry, The draw is 160 feet in length, and turns upon a pivot. The whole cost is estimated at $350, 000. The quantity of timber used will be about 900,000 feet, all of which will be *Burnetized ;* by which process it will be preserved from decay, and rendered impervious to water, and fire proof ; being similar in its effects to that of *Creosoting*, as described on page 136 of the RECORD.

The particulars and modus operandi of *Burnetizing* timber will be found in another column.

BURNETIZING TIMBER.

This process for preserving timber, and rendering it both fire and water proof, was thus named after its inventor, Sir William Burnett. The process can best be illustrated by giving the modus operandi of the Central Illinois Railway Company, upon the timber for the bridge over the Illinois, at Lasalle, the particulars of which we gather from the Chicago *Democratic Press.*

First is required a cast iron cylinder, sixty feet long, and five feet internal diameter, which is cast in sections of five feet each, weighing about 4,500 pounds, with flanges to fit and hold them together, when properly packed and rivetted so as to be made air and water tight. As many sticks of timber as the cylinder will contain, (about 7,000 feet,) are introduced upon a carriage-way, a double door is closed upon it and bolted, and packed air and water tight. An air pump is then put in motion to extract the air from the cylinder and the pores of the wood, which requires from two to three hours, according to the perfectness of the work and the nature of the wood. This process tests severely the strength of the cylinder, inducing a pressure of about one hundred and forty pounds to the square inch.

The exhaustion of the air being completed, a liquid, being chloride of zinc in solution, is injected until the cylinder is full, after which a force pump, driven by steam power, is applied, producing a pressure which fills the wood to its center with the fluid. The liquor is drawn off, and the wood is carried out into the open air, "*Burnetized.*" The process requires about four hours.

Timber prepared in this way, withstands the action of fire better than common wood, and will remain unaffected by the ordinary causes of decay, years after structures built of timber in its natural state have fallen into ruins. The withdrawal of the air and sap, and the exclusion of air and water ever after, by filling the pores of the wood and preserving its fibres with this preparation of metal, renders it hard and impenetrable, adding to its strength, and lessening the ultimate cost of all works in which it is used.

The expense of its operation is not great. The machinery will cost from ten to twelve thousand dollars. To prepare 900,000 feet of timber, will require about 36,000 pounds of the solution, at a cost on the spot of five cents per pound. The cost of material, labor, &c., necessary to the process, may be put down at $3.50 per thousand feet, or entire, $3,150. The safety and durability of the work will compensate ten-fold for this addition to the original cost.

QUICKSILVER MINES.

The following from *Dicken's "Household Words,"* gives a vivid picture of the dangers and risks accompanying the mining of quicksiver or mercury. The diseased forms of the men working as excavators belong only too prominently to a picture of Almaden. You meet men in the streets with wasted faces, fetid breaths, and trembling hands, blind, and paralytic. The heat in the lower workings of the mine is very considerable; the ventilation is imperfect; vapor of quicksilver floats upon the air, and condenses on the walls down which it trickles in little runlets of pure liquid metal. Even visitors are sensibly affected by it, and retain for some time the metallic flavor in their mouths. The miners, who number more than 4,000, are divided into three gangs, or watches, working six hours each, and leaving the fourth six hours of the twenty-four—from ten at night until four in the morning—as an interval of perfect rest. On account of the heat, and the deleterious nature of the vapor, summer is made the idle time; winter the great period of activity among the population. As the winter closes the appearance of the miners begins very emphatically to tell its own tale, and great numbers hasten to their native plains and mountains to recruit. Their homes are chiefly scattered about Estremadura, Andalusia, and Portugal. Crowds of Portuguese, after harvest, flock to obtain employment at Almaden, selling not their labour only but their health. The most robust cannot work in the mine longer than 14 days in succession, generally eight or nine days make as long a period of such labor as can be endured without rest. Those who exceed that time are obliged eventually to give up work and breathe unadulterated air for perhaps two months together. If they work without due precaution, and almost inevitably if they indulge in wine, miners at Almaden aged between 25 and 30, waste away, lose hair and teeth, acquire an insufferable breath, or become sometimes afflicted with tremblings that render them unable to supply their own wants; they have to be fed like infants. If the disease be not checked vigorously, cramps and nervons attacks of the most agonising kind follow upon those symptoms and lead on to death. They who work within due bounds, and live moderately, using a good deal of milk, if they take care always to cleanse their persons thoroughly after each six hours of work—the full day's labor—live, not seldom, to old age. These diseases afflict the miners only. The men engaged upon the ore and quicksilver outside the mines, in smelting and in other operations, do not suffer.

WASHINGTON NATIONAL MONUMENT.

As Elections for Members of Congress, &c., will be held during the ensuing months in several States of the Union, the Board of Managers have deemed it their duty to request the Judges or Commissioners who may be appointed to take the ballots of the voters, to put up boxes at the different localities where elections will be held, for the purpose of receiving such contributions as the admirers of the Illustrious Father of his Country may think proper to deposit in aid of the great monument, now in course of erection in this city to his memory.

They feel assured that when this noble and patriotic purpose is presented to the people, they will not hesitate to give their mite for such an object; and it now becomes more necessary, as the funds of the society are rapidly diminishing, and may, soon, not be adequate to carry on the work. A small contribution from each citizen or voter throughout the United States, would be sufficient to complete the Monument,—a work intended to add to their glory as well as to honor the memory of their illustrious dead, A half dime is but an inconsiderable sum, and yet a half dime contributed by every inhabitant of our country would rear the grand structure, now in progress, to its destined completion. It will be pitiful, wondrous pitiful, if out of twenty five millions of souls who inhabit this great country, rendered independent prosperous and happy mainly by his exertions and devotion to to its cause, the sum necessary to erect a monument worthy of such a man, could not be completed for the want of the small pecuniary aid which every American should feel it his pride, as well as his duty to afford.

At the last Presidential election, the plan of obtaining contributions at the polls, (thus testing the patriotism and liberality of the voters and others) was attempted, though the previous arrangements were not such as to insure a very full collection, the result was as satisfactory as could, under the circumstances, have been expected.

It is therefore desirable that this system should be continued in the different States at all future elections of a local or general nature; and the Board of Managers indulge the hope that on this occasion, at the elections to be held in the respective States of Maine, Vermont, Massachusetts, New York, New

Jersey, Pennsylvania, Delaware, Maryland, South Carolina, Georgia, Mississippi, Ohio, Michigan, Wisconsin, Illinois, Louisiana, and Florida, contributions will be made in aid of the monument, worthy of the countrymen of their illustrious benefactor.

The monument is now 142 feet high.

GEO. WATTERSTON,
Secretary of the W. N. M. S.

ATLANTIC AND PACIFIC RAILROAD.—On the 23d inst, a meeting of the stockholders of this company in New York, some $13,000,000 was subscribed to the capital stock. The Hon. R. J. Walker's portion of that amount being $10.000,000.

Advertisements.

NOTICE TO CONTRACTORS.

Sealed proposals will be received at the Engineers office in Delphos Ohio, until noon of the first day of November next, for the grading masonry and bridging of that portion of the Cincinnati Dayton and Toledo Railroad lying between Minster and Defiance; a distance of about sixty miles. Plans, profiles, and specifications may be seen on and after the 25 th day of October next.

D.H.MORRISON. Engineer.

Delphos. Sept, 26 1853. s 29 tt

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriviving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connectin, with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

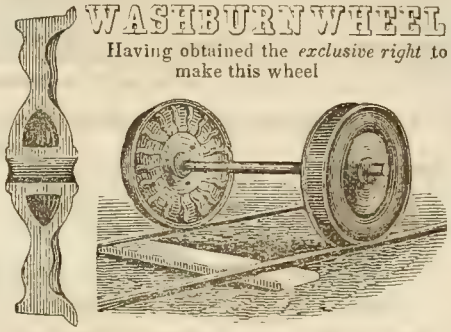
Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

COLUMBUS Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

OFFICE OHIO & MISSISSIPPI R. R. CO.
CINCINNATI, AUG. 6, 1853.

Notice is hereby given that in pursuance of a resolution of the Board of Directors of the Ohio and Mississippi Railroad Co., an instalment of five dollars on each share will be payable on the 6th day of October next, being the 6th instalment.

By order of the Board.
au25 H. H. GOODMAN, Secretary.

Office Cin., Ham. & Dayton R. R. Co.
CINCINNATI, Aug. 9, 1853.

THE Directors of this Company have this day declared a dividend of Five per cent. on their capital stock, payable to the stockholders registered in Cincinnati on demand; and to those registered in New York, on and after the 25th inst., at the office of the Ohio Life Insurance and Trust Co., in New York. FRANK S. BOND,
au18-1* Secretary.

INDIA RUBBER RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.
au18-3*

CARDS.

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to J. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt atiention.

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broad ıy
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BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,
No. 19 West Third Street,
CINCINNATI, O.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all theprincipal cities of the Union

WESTERN BANK,
CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

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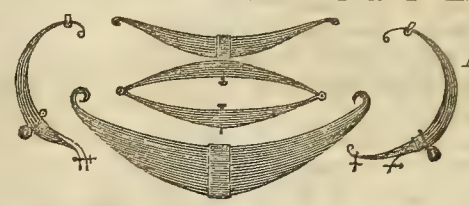
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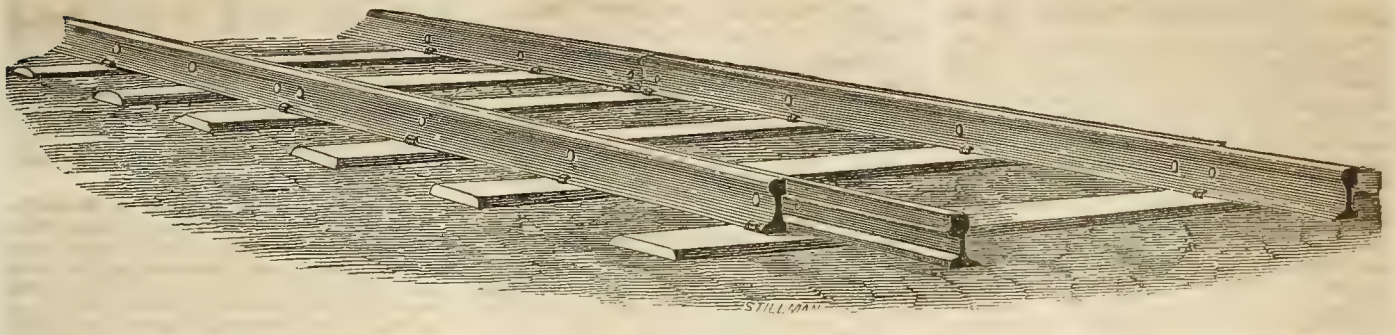
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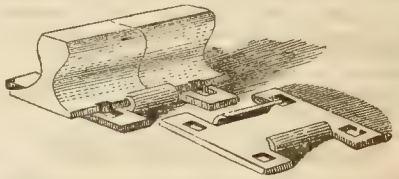
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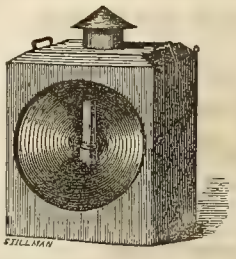
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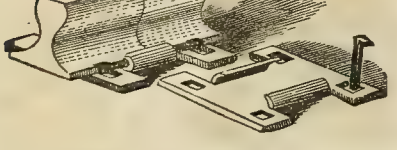
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The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St, Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
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1mr3

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For 1853.

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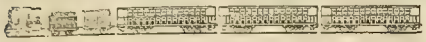
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Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

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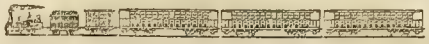
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From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
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First Train—Lightning Express—at ...6 o'clock, A. M.
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Second Train—Accommodation Express, at 7½ o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

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Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

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First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

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From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
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An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

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au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 32. CINCINNATI, THURSDAY, OCTOBER 6, 1853. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,
By J. A. & U. P. JAMES,
At No. 167 Walnut Street, Cincinnati.
E. D. MANSFIELD, Editor.
For Terms and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For Engineers seeking employment: Railroad Companies desiring assistance; Contractors, Manufacturers of Railroad Machinery, Improvements, &c., &c., offers inducements unequaled by any other journal at the West.

Being devoted to Railroad and Manufacturing interests, its circulation, now rapidly extending, is largely among those connected with these interests, and presents at ready and efficient means of bringing to the notice of persons interested all new inventions, improvements, &c.

For terms of advertising, &c., see last column of the last page.

☞ On last Friday, the cars run from Baltimore to Wheeling, over the Baltimore and Ohio Road, in 18 1-4 hours. This is the quickest trip yet made over this Road.

EFFECTS OF A WAR IN EUROPE,

AND THE RISE OF BREAD UPON

AMERICAN RAILROADS.

There is some prospect that the condition of general peace will be disturbed. There seems no adequate cause for such a disasttrous result; but war often proceeds from small causes, and we must take the evidence before us,—no matter to what unreasonable conclusion it may lead. After many and earnest attempts at negotiation, the European powers seem to have failed settling the Turkish question. At the same moment, our own government is about to issue a document, quite unpalatable to European governments; nad Kossuth, Mazzini, and all the Republican leaders, with thousands of followers, are ready to mingle in any commotion which may arise. All this *may*, it is true, pass over, as we often see the clouds—without resulting in a storm. But, at present, there is a lowering sky, and a doubtful aspect. Connected with this aspect, is another sign—quite as serious and important; the prospect, almost the certainty of a general scarcity of bread-stuffs. This again, may seem to us, at present, exaggerated; but there is reality in it.

These events, if they occur, are the greatest and most powerful *disturbing forces*, in the system of political economy. If they happen, they will disturb alike the finances, the markets, the distribution of capital, and the price of labor. Let us assume, by way of precaution, that an Eastern war takes place, and that there is a scarcity of bread. What *effect* will these events produce on American Railway construction? This is a momentous question. The capital *pledged* already, in advance to railways, constructing and anticipated in contracts, is immense. It is of immediate and pressing interest then to know, should a war arise, *how* it will affect the railway interest in America. It seems to us, there are some general results, which are so obvious, that they may be stated with confidence.

1. The seat of war, on the Danube and in Asia Minor, is so remote, that it will not interfere with the commerce of the Atlantic, and our intercourse with Europe. Our commerce, therefore, will be unembarassed, and we shall continue our commercial concerns with safety. This is important.
2. The effect of a war among any, or all the powers of Europe, will be profitable to American agriculture and commerce; indeed, to all branches of business. War is destructive, and what is destroyed, must be supplied, and be obtained only from countries—free from such evils, with undisturbed labor and navigation.
3. War creates a demand for capital, which capital is destroyed, or it is used; assuming only the *ideal* form of bonds,—which are drafts on the next generation, with interest paid now. The effect of this is to *raise the rate of interest*, and then divert capital from productive industry. This is altogether a most disastrous result, The consequences of a war, to which Turkey, Russia, France and Austria are parties, would be an immediate demand for war loans. Interest would rise, and thet emptation to get high interest is so great, that millions of money, which would be otherwise put in public works, will go into national loans.
4. The *effect* of this, will be to prevent the the negotiation of American railway bonds in Europe, and we think, that in case of war, and a demand for national loans, we must cease to expect money,—at least to any great extent, from Europe.
5. Unless, a contingency certainly possible, that war in Europe may result in a re-animation of the republican party, and consequent overthrow of governments. In that case, capital would be rendered insecure, and lenders would again resort to America. This is possible, but not probable.
6. The effect of war, and still more of a scarcity of bread, will stimulate all kinds of industry in the United States, and enable our produce of all descriptions to command the highest prices. The whole surplus produce of this country will be demanded, and during the next twelve months immense profits will be made, by farmers and merchants.
7. An inevitable result of this, is the rapid accumulation of the domestic capital. Its railways will need an outlet, and that too, often at a great sacrifice;—this domestic

capital will chiefly go into railway investments.

8. The effects of war, and a scarcity of bread, will therefore be both favorable and unfavorable; but we must say in candor, the latter will preponderate. There will be two heavy checks on new enterprises; the want of an European bread market, and the high price of labor, in consequence of the high price of bread. Against that, will be the general prosperity of the country, and the rapid accumulation of American capital. We think all railways, that are considerably advanced, can, in any event, be finished; and this is a very important matter. On the other hand, new railways, especially competing lines, can hardly succeed, unless their capital is wholly local. Foreign capital they cannot expect, in a state of war and scarcity.

The events we have anticipated, may not happen; but we have given our views, by way of caution. If new railways are only undertaken on the basis of a solid capital, subscribed and to be realized *at home*, they may hope to succeed; and without that, they cannot prudently be undertaken, *till the aspect of affairs changes.* In a time of continued peace, and with accumulating capital, capital will always be found for railways, while they offer the least prospect of profit. From derangements of what is called the money market, there is nothing to fear. They are got up chiefly by brokers and speculators, whose power is now much less than it once was. Capital can now only be disturbed, by the general disturbing causes in politcal economy, which affect either the labor, the subsistence, or the peace of the world.

Railroads.

COVINGTON AND LEXINGTON RAILROAD.—The Cincinnati *Commercial* says this company is now running a passenger and freight train daily to Demoinsville, a distance of twenty-eight miles from Covington. The road will be opened to Flamouth, 38 miles, on the 1st. of October, and to Cynthiana, 64 miles, in December. Nearly the entire road is ready for the rails, and they are being laid at the rate of five miles a week. It is confidently expected by the company, if the winter is not too severe, to run a train through to Lexington as early as the first of April next. The through fare will be fixed at $2 50. At present they are charging at the rate of three cents per mile.

☞ We would call the attention of Railroad car Manufacturers and others to the advertisement of Messrs Bridges & Bro. of New York. They are prepared to supply everything needed in railroad construction, from a bolt to a locomotive.

CENTRAL OHIO RAILROAD.

REPORT.

We gather the following elements of this road from President Sullivan's report, under date of August, 1853.

The road is divided into two sections, called the eastern and western divisions. The eastern division comprises that portion between Zanesville and Wheeling; the western, that portion between Zanesville and Columbus.

The laying of the rails upon the western division was completed to Columbus, January 18, 1853: and that division has been run with great regularity ever since. The changing of some trestle work, by substituting masonry, and some other slight work, will entirely complete this division.

The eastern division is advancing to completion, and hopes are entertained that it will be opened half way to Wheeling, by next Christmas. The remainder is very heavy work, and will require about one year more to complete it. Of the iron necessary for this division, there are 4,500 tons on hand, and contracted for; about 4000 tons more will be needed.

The eastern terminus will be at the Ohio river, opposite Wheeling; and for the purpose of a more ready and less expensive connection with the Baltimore and Ohio road, whose western terminus is at that city, than would be afforded by means of draying over the suspension bridge, the line will terminate at a point upon the river where ample grounds have been gratuitously given for depots, machine shops, &c., and whence a ferry can be easily established, until such time as the company may become pecuniarily able to construct a bridge over the Ohio, either with or without the aid of the city of Wheeling. The terminus is also arranged, with a view to connection with the Pittsburgh line, which also terminates at this point, and puts the Ohio central in direct connection with that city, being both of the same gauge.

By arrangements made with the Columbus and Xenia, and the Xenia and Dayton roads, the freight cars of this road will pass over these roads to and fro—and *vice versa.*

At Newark, station buildings will be erected, on joint account with the Scioto and Hocking Valley, and the Sandusky city roads.

The expenditures have been,

On the Western Division,	$1,172,516 71
" Eastern "	784,083 71
Common to both Divisions,	263,276 50
Total	$2,219,876 92

1200 MEN WANTED, also 60 Masons. By reference to our advertising Columns it wil be seen that the Covington and Ohio Railroad company are in need of help. The opportunity is a favorable one, and the country whole some and pleasent.

A RAILROAD MEETING was held in Switzerland County, Indiana, on the 20th ult., for the purpose of devising ways and means to construct a road from Rising Sun to Madison, and thence, if need be, to Jeffersonville and New Albany.

Speeches were made, and resolutions adopted, and the meeting adjourned to meet again on the 15th inst. at the same place.

The proposed route differs somewhat from the former one, between the same two points, inasmuch as it leaves Vevay to the south, making nearly a straight line from Rising Sun to Madison, passing through the north western corner of Switzerland County.

This line of road would open up a portion of fertile country, the produce of which has heretofore found its way to the river by transportation, and would eventually be a link in a road from Cincinnati to Louisville direct, upon the northern side of the Ohio river, which will ultimately be built.

MEMPHIS AND CHARLESTON RAILROAD.—BRANCH TO SOMERSET.—On Wednesday, the 14th ult. a grand barbacue was held at Somerset on the occasion of the opening of the railroad from Memphis to that place.

A large concourse of visitors from the circumjacent country was present, to the number of six thousand. Speechifying, eating, music and dancing, formed the order of the day and evening; and the whole passed off without any accident.

☞ The *New York Tribune* states that the Michigan Central railroad company made a negotiation in London some three or four months since, of $2,500,000 of their six per ct. bonds, contingent upon the peaceful settlement of the Turkish question. We understand that advices have been received by the last steamer, stating that the negotiation has been finally concluded, the London capitalists having expressed themselves ready to receive the bonds according to contract.

INDIANA AND ILLINOIS CENTRAL RAILROAD. The surveys of this line have been completed, and the entire route let to a responsible Eastern firm, to be completed within the year 1855. The contract includes rolling stock, depots &c. complete, for a first class road.

Further particulars of this Road will be found on pages 181. and 194 of the RECORD.

GREAT RECEIPTS OF RAILROAD IRON.—Between the 1st of August and the 15th of September, less than seven weeks, 71,609 bars of railroad iron were received in this city, by vessels and steam craft. The whole amount weighing 11,974 tons.—making enough iron to lay 130 miles of railroad. The receipts of the next two months will be much larger in proportion.—*Chicago Tribune.*

RAILROAD RIDING IN FRANCE.

The Foreign correspondeut of the *N. Y. Times* thus holds forth upon this subject :

We turn our backs upon the engine, locate ourselves in very comfortable seats, and contemplate the prospect. When it is windy we go inside of course. There is a station upon the route of those who travel west from Paris worth a moments notice. This is Ansieres, four miles from Paris, The lines for Versailles, St. Germain, Havre, Rouen, and Dieppe, start from Paris together, and branch off for their various destinations at this station. 104 trains stop at or pass it going out every day, and 104 going in. On fete days, when the Great waters of Versailles or St. Cloud play, the number of trains is increased up to 160, each way. 8,000 people get out and in, every day, here, and only one accident ever happened. An engine, some six months ago, blundered into a baggage car and slightly bruised one man. As the Versailles train passes, the switch is turned, and this simple fact is signaled along back to the station in Paris. The St. Germain train, five minutes later, is sure that its path is clear. On all the frequented roads, the passage of the various trains is signaled from each successive station, back to their point of departure. The overseer of the station at Versailles is thus at once informed of the arrival at Paris of the last train he dispatched, and *vice versa*. The mode of signalizing is to cause a large round signboard to present towards the next look-out man in order, its flat surface instead of its edge. It is turned by wires, running —in stakes just emerging from the ground —sometimes a distance of a quarter of a mile. These cranks and pulleys are never liable to be deranged, as no travelers or intruders are allowed on the railroads, on any pretence whatsoever. To profane a cemetry would not be half so serious an offence as to trespass on a railroad. This nicety and sense of responsibility, carried through the entire system, renders steam conveyence in this country what it is—absolutely secure.

Peru and Indianapolis Railroad.—The following gentlemen were elected directors at the annual election on Tuesday, to wit: James P. Drake, E. W. H. Ellis, S. A. Fletcher, Allen May, Isaac W. Hunter, E. J. Peck, E Cottingham, M. Dansbenspeak, Newton J. Jackson, C. D. Murray, G, L. Dart, S. M. Strader.

The Board organized on Wednesday by the election of E. W. H. Ellis, President, John Burk, Vice President; J. G. Weeks Secretary and E. Cottingham, Treasurer.

Buffalo and New York City Railroad. —Mr. A. D. Patchin has been made President and Mr. Charles N, Fearing, Treasurer, of this road.

DELAWARE AND XENIA RAILROAD.

A corps of Engineers commenced another survey of the broad gauge railroad from Xenia to Delaware recently. This survey is made under the direction of the company recently organized to construct a road from this point to Delaware, and known as the Delaware and Xenia Railroad Company, and of which Dr. J. Martin, of Xenia is President. This company, for which a charter was obtained, prior to the proposal for the organizing of the Short Line company, is to become a part of that company, when its organization is completed. The present survey is made under the superintendence of the D. & X. road, and the Superintendent of the C. L. & X. road, Mr. Gest. A careful and accurate survey and an estimate of the probable cost is to be made.—Another corps of engineers is also engaged in a like survey between Cleveland and Mansfield, also under the supervision of Mr. Gest. A most laudable effort to put the road through is evinced by those having tbe matter in charge.

Railroad Meeting at Fort Madison, Iowa. —From the *Plain Dealer* of the 9th ult. we learn that a concourse of 5,000 people assembled at Fort Madison for the purpose of considering Railroad affairs, and provide for the construction of a line from that point through the southern tier of counties in that state. Among the resolutions was the following :

Resolved—That we regard the construction of that portion of the "Warsaw and Rockford Railroad," which connects Fort Madison with the "Burlington and Peoria Railroad," as of the first importance towards securing the construction of the Railroad from Fort Madison west; that we applaud the public spirit of the citizens of Fort Madison and vicinity who have pledged a subscription of $75,000 to aid in the construction of that part of said road and that we recommend a generous subscription to be made for the like purpose by the citizens of southern Iowa residing west of Fort Madison.

Louisville and Covington Railroad.—

The *Carrollton Family Mirror* says of this road:

"Mr. Hudnut, the engineer employed to make the locating survey of the railroad from Covington to this place, finished his work on Wednesday evening, and proceeded immediately to Louisville, to make his report. We were shown by Mr. H., a profile of the route from Gunpowder creek to Carrollton. A more favorable route, we believe, for a railroad, could not be found in any portion of our State, than that represented by this profile. The curvatures are slight, while the grade does not exceed ten feet to the mile. At least 75 miles of the route may be considered level bottom land, requiring but few fills and light excavations. Mr. Hudnut considers it one of the most favorable routes he has ever surveyed, and he has had much experience in the preliminary steps of railroad building."

The Central Military Tract Railroad of Illinois.—This road extends ftom Aurora, its northern terminus, to Galesburgh, on the Peoria and Oquawka Road, its southern terminus, and when completed will open a really direct route from Chicago to the Mississippi River at Quincy. The country through which it passes is among the best in the state. In fact, the Military Tract is acknowledged to be the Paradise of Illinois.

Among the numerous roads, proposed and constructing, in Illinois, this one has heretofore made but little stir in the market. But from what we can gather its progress is steadily onward.

Fox River Valley Railroad.—The stockholders of theabove Company, at their an nual meeting, held at Elgin on the 22d. inst, elected the following Board of Directors viz :

B.W.Raymond, J. B. Turner, Jerome Beecher, of Chicago; J. Van Nortwick, of Batavia; M. C. Town, Joseph Tefet, of Elgin; A. Edwards, of Dundee; J. A. Carpenter, of Carpenterville; Geo, Gage, H. F. Owen, W. A. McConnell, of McHenry Co; A. C. Fuller, of Belvidere: J. P. Yelverton, of New York City.

Officers of thc Company. B. W. Raymond, President. M. C. Town, Treasurer, A. J Waldron, Secretary, Milo Smith, Chief Engineer. The Fox River Valley road connects with the Wisconsin Central railroad, at the State line.

To Chicago by Railroad Direct.—From a communication in the Cincinnati *Gazette* of the 20th ult. We learn that the New Albany and Salem Railroad between Michigan City and Lafayette has been completed. The route from Cincinnati to Chicago can now be made with but 3 miles of staging, by way of Hamilton Eaton, Richmond, Centerville (3 miles staging) Indianapolis, Lafayette, and Michigan City, thence over the Michigan Central Road to Chicago; total distance 328 miles.

This is, and will continue to be the most direct line between Cincinnati and Chicago until the final completion of the Cincinnati Logansport and Chicago Road. The 3 miles uncompleted is being pushed vigorously forward, though the cut is very heavy.

Central Railroad Directors.—At a meeting of the Stockholders of the Florida, Atlantic and Gulf Central Railroad Company, held at Tallahassee on the 1st ult. the following gentlemen were elected directors for the ensuing year: A. S. Baldwin, Morris Kiel, A. A. Canova, Paran Moody, J. P. Sanderson, D. S. Gardiner, F. C. Barrell, T. E. Buckman, John Roberts.

The directors, it is understood, will meet in Jacksonville shortly, to elect their President.

COVINGTON AND OHIO RAILROAD.

A few days since we had the pleasure of a brief interview with Mr. Ruggles, engineer in charge of that portion of this road between Catlettsburg and the mouth of Scary, (a tributary of the Great Kanawha.) From him we received the following particulars of that portion of the road under his supervision.

From the Big Sandy to the mouth of the Scary the line is located and constructing. From the mouth of Scary to Charleston, the line has been decided upon, and is now fixed. From Charleston they are now running three experimental lines, the northernmost of which follows Elk River a part of the way, and a saving of 30 miles is claimed for it over either of the others. The center route leaves the Kanawha at a point east of Lewisburg, again striking a branch of this river, and following it to Lewisburg, and thence to Covington. The third, or southernmost route, leaves the Kanawha at the same point as the center route, and passing through Union, leaves Lewisburg some distance to the north. Which route will be selected is yet in abeyance; most probably the center one.

The section of country through which this road will run is very rough and broken; yet the ruling grade of the line for 230 miles does not exceed 40 feet per mile, divided as follows:

50	Miles - - - - -	Level.
50	" - - -	10 feet to Mile.
103	" . -	10 to 20 feet to "
27	" - -	30 to 40 feet to "

This Company have decided to construct a continuation of their line in Ohio, from opposite Guyandotte to Jackson; either direct to that place, or to unite with the Scioto and HockingValley, at Oak Hill, and thence over that Road to Jackson; the object being to put their road in direct and uninterrupted communication with the central portions of Ohio.

The energy displayed in the management of the affairs of this road is an earnest of its early and prompt completion.

Mobile and Ohio Railroad.—The contract of this road from the Tenn., line to Columbus, Ky., on the Mississippi river, has been taken by Messrs. Taylor and Ramey. We understand that preparations are being made for an early commencement of the work.

Hickman Branch Road.—We learn that Mr. Tilghman, engineer, will commence the survey of this road on next Wednesday, commencing at the Houser Valley, Obion Co., Tenn.

Springfield and Columbus Railraod.—We omitted to mention the opening of this line of road which took place on the 17th ult.

LYONS AND MISSOURI RAILROAD.

This is a road of which no notice has yet appeared in our columns, as we could get none of such a character as to warrant publication.

The council Bluffs *Bugle* says of it: "There are at present some five hundred men at work on this side of Lyons, and that already over 25 miles of the road is finished. There are 300 laborers also at work at and near Iowa City. The Contractors are advertising for 600 more laborers, and are offering $1 25 per day for labor, and with team $2 50.—Great enthusiasm prevails as naturally would occur when facts actually and really run away from and get ahead of fancy, as has been the case in the way this road has been commenced, surveyed and is being built. We are also authentically informed that the Hon. W. G. Hann, President of this road, intends visiting this place in a short time, to make permanent arrangements in regard to the location, survey and subscription of stock for this Road, provided the indications are right with our citizens, it is intended to have the work commenced here very soon, even before winter. Now this looks like work in real earnest—an extensive Railroad projected, surveyed and nearly completed before we know any thing of the matter. This is Yankee, really—outdoing himself running ahead of time."

Crawfordsville and Fort Wayne Railroad.—This road has been put under contract by the President Mr. Maxwell, to Messrs. Jackson & Co, of Ohio, to be built and equipped completely with rolling stock &c. within two years from next January.

New York Atlantic and Pacific Railroad.—On the 29th ult. fifty-seven persons subscribed $45,000,000, to this road in New-Yok city, at a meeting of the friends of the road,—another meeting will be held in two weeks.—whether with equal result, it is impossible to foretell.

Cleveland, Zanesville, and Cincinnati Railroad.—The surveys upon this route between Zanesville and Akron are progressing to a final location. Between Akron and Millersburg the work upon the road is advancing, and but a few months will be necessary before the cars will be running to Akron.

☞ A reward of ten thousand dollars has been offered by the Camden and Amboy Railroad Company for the apprehension and conviction of the miscreants who placed the rail on the track near Beverly, thereby throwing the train off and causing the death of a brakeman. Officers are in pursuit of certain parties who are supposed to have been implicated in the affair.

☞ The Madison *Courier* states that the Madison and Indianapolis and the Peru and Indianapolis Railroads are to be consolidated under the name of the Madison and Northern Indiana R. R.

SERPENTINE RAILROAD AT PARIS.

From the Foreign correspondent of the *Ohio Statesman* we clip the following; showing that locomotives and cars can be constructed so as to run over short curves with safety at high speed. He says:

"The railroad from Paris Sceaux is 6½ miles long. It was built by government expressly to try M. Arnoux's new system of locomotives and carriages. This gentleman asserted that he could, by aid of a certain contrivance, propel trains at a high speed with perfect safety around curves much more abrupt than was generally believed. The government gave him the oppertunity, and he has succeeded. The road at one place escends for two miles, with a grade of 100 feet to the mile, with a serpentine track, doubling and running back upon itself each time, with curves of from 98 feet radius up to 279—which are the smallest and largest curves on the line. At the two ends of the road, however, the radius of the curve is but 82 feet! results I believe, hitherto deemed impossible. The two termini of the road may well be compared to a long-necked pear. The road, which is running between two high stone walls, separates by a switch about 200 feet before reaching the station house and runs around in a perfect circle apparently, returning by the same switch, replaced, on to the track again. Two trains, following each other around like an endless chain, per orm the service. There is room enough on the circle for two trains, and as one comes on, it pushes the other, so to speak, back again on to the track, to be followed again by the other, which repeats the same thing on the circle at the other end. The center of these bulbs at each end, which, as I have before said, have a radius of 82 feet, are laid out beautifully in circular flower-beds. The two stone walls swell out at the point where the track diverges to form the circle, and go on till they meet the ends of the depot, which is also circular and finishes the circle. The railroad is a high T rail, laidin the usual way. The gauge is 6 feet, and the time occupied in running the six miles and a half is 25 minutes, though it has been and can be run with safety in 10 minutes. These results are obtained by the following contrivance: On the inside of each of the four small running wheels of the locomotive, and the first two wheels of the tender, iron wheels of perhaps 2 feet in diameter, are placed in a diagonal position, so as to touch lightly on the inside of the rail. There is no binding any where; every thing runs loose. An iron pole connects every carriage with its neighbor, much like a hinge, allowing the train to take every possible curvature at the greatest ease, and at the same time preventing concussion, so that buffers are dispensed with."

Michigan Central Railroad—Mr. Edwin Noyes has been elected to succeed Mr. J, W. Brooks as superintendent of the Michigan Central Railroad.

New Jersey Railroad.—J. S. Darcy Esq. who, previous to going to California, had been president of this road for seventeen years, has been reelected to that office, to fill the vacancy occasioned by the resignation of J. Phillips Phenix Esq.

CONSOLIDATION OF NEW ENGLAND RAILROADS.

The Hartford *Times* says:

"A vote was passed at the annual meeting of the Hartford and New Haven, Railroad, authorizing this company to join all the other lines through Connecticut River Valley between White river Junction and New York, embraciug a line of near 300 miles, guaranteeing $100,000 of preferred six per cent. stock to be issued by the Conn. and Passumpsic Railroad Company for the purpose of making a connection with the Canadian railroad which will, within six months be completed from Quebec to Richmond and thence to Island Pond in Vermont, where the Conn. River Valley lines will join it. This virtually makes Quebec the northern terminus of the great valley chain of railroads, and makes a new route between New York and that capital, seventy-one miles shorter than can be made by any other line or union of lines. This of course will bring a very large and valuable accession of business to the Hartford and New Haven line. The total cost of the proposed connection will $1,300,000 of which all except this $100,000 has been already secured."

GALVESTON AND RED RIVER RAILROAD.—The President and Directors of this company have perfected a contract with Gen. Orville Clarke, to construct the first section of the railroad extending from Houston, sixty seven miles, to a point east of the Brazos, to be hereafter designated by the company. The General has contracted to complete the road, furnishing all the materials, cars, engines, &c., for nineteen thousand dollars a mile.

HARRISBURGH RAILROAD. TEXAS.—From the Galveston *Journal* we learn that this road cost less than $10,000 per mile, though no particulars are given as to the weight or style of rail, or other matters connected with its construction. The price is very low, and the ground must have been very favorable.

MOBILE AND OHIO RAILROD.—We learn that captain Childs engineer in chief, upon this road, who went to England a short time since to negotiate a loan for the compauy, has been successful. The terms or amount have not yet transpired.

SAN ANTONIO RAILROAD:—The County court of Calhoun, has refused to issue the bonds of that county in aid of this road; amount, $50,000.

RAILROAD MEETING AT NEW MADRID, MO.—A large meeting was held at this place a few days since, the object of whieh was to secure the terminus of the Nashville and Northeastern. & IronMountain roads, at that point on the Mississippi. We understand about $85,000 have been subscribed in New Madrid Bend, to the Nashvillo and Northwestern road,

LOUISVILLE AND MEMPHIS RAILROAD.—A large meeting of the friends of this road was held at Louisville on the 20th ult.—to take into consideration the propriety and feasibility of connecting Louisville and Memphis by iron bands.

A committe was appointed to draw up a report, showing the object of the meeting; which was adopted.

A committee of 22 gentlemen was appointed to attend the convention to be held at Hopkinsville the first Monday of this month.

Louisville seems waking up to the necessity of doing something to secure a share of the trade of the great Ohio valley.

A NOVEL RUNAWAY.—About seven o'clOck on Saturday evening the engineer of the night train on the Trenton railroad fired up the locomotive at the Kensington depot, and then went to supper. While he was gone the steam got up, and the valve being partially open, the engine started, at first slowly but soon under a pretty good headway. When it reached Frankfort the fire was low, and it was going slow. It was stopped by a gentleman who happened to be on the railroad the engine, reversed, the whistle blown, and started back. When he had gone half a mile he met the engineer puffing and blowing, he having started in pursuit of his iron horse.—*Newark Advertiser.*

For the Railroad Record.

Cincinnati, Sept. 30, 1850,

MR. EDITOR :

The attention, suavity, and gentlemanly bearing of the conductors upon most of our Western railroads, have ever been a theme of remark among travelers; and deservedly so, I think, inasmuch as their berth is no sinecure. The great variety of persons coming under their charge, brings them in contact with a great variety of dispositions, rendering necessary the exertion of a great deal of judgment and self control in the proper discharge of their duties. And to their credit be it said, that seldom can any just cause of complaint be found against them. Yet, I regret to say, that on the Lightning train from Cleveland to Columbus, yesterday, (29th) I was witness of proceedings upon the part of the conductor of that train, which, to say the least of it, were very reprehensive and unmanly.

The circumstances are as follows: The train left Cleveland very much crowded with passengers; in the same car with me, and but a few seats distant, seated upon the seats running parallel with the cars, were two men, somewhat plainly dressed, having their tickets, and conducting themselves decorously. Application for a seat in this car was made to the conductor, it would seem, by parties *better dressed* than the occupants of the seat spoken of. The conductor, in all the pomposity of a "little brief authority" ordered these two men to vacate their seats, and seek others in the forward car. To this the parties demurred, saying they did not wish for seats in the forward car, being satisfied where they were. Not succeeding in getting them out, or else the parties seeking seats being accommodated elsewhere, no more was said at that time.

Not a great while after, a second application being made to the conductor for seats in this same car by other parties, he again ordered these two men to leave their seats, and upon their refusing to do so, actually took one of them by the collar of his coat, and forced him out of the door upon the platform, and giving their seats to others.

Now, I cannot see by what authority this conductor took upon himself to dispossess these quiet, inoffensive men of their seats—theirs by a comity well understood by all travelers, that a seat once taken by a passenger upon a coach, or car, is the property, for the time, of that passenger, if he has paid his fare and conducts himself properly.

The superintendent of the road, Mr. Tilton, is a gentlemen in every respect, and should look to it, that men occupying important stations under him, are gentlemen, a quality quite as essential in the making up of a good conductor, as ability in other respects.

And while on the theme of grievances, I may as well continue a little further, and tell you, and through you—the public, how the ERIE ROAD keeps its time. By the time table, the train leaving Jersey city at 6 o'clock, P. M., is due at Dunkirk, at 11.55 A. M. next morning. We did not arrive, when I came over a few days since, until between three and four, P. M., thus missing the connection at Dunkirk, and being compelled to lay over until 11 o'clock, P. M.

If this was of rare occurrence on so long a road, it would not be justice to the company to make any complaint; but when it is of almost daily occurrence, not only on the night train, but also on the day line, (which upon the day I refer to, should have reached Dunkirk in time for the western train upon which I left, but did not, being telegraphed as two hours behind, thus again compelling its passengers to pass some twelve hours at Dunkirk,)—it is an imposition upon the traveling community. If the trains cannot make their time, let the time be lengthened until they can make it: as when a train gets behind so as to loose its right to the track, the loss of time must be constantly increasing, to the great annoyance of travelers.

In the great contest for travel going on between the Central and the Erie roads, it stands the latter in hand to afford as little ground of complaint as may be.

Truly yours,

VIATOR.

Communications.

GALLIPOLIS AND CHILLICOTHE RAILROAD.

ITS CHARACTER AND PROSPECTS.

The following letter was received from an intelligent gentlemen of Gallipolis; whose statements, as to the character, resources and facilities of the country they describe, we most fully endorse. The route described by them may be traced on Mendenhall's new map, which is an admirable reference map in everything of this kind.

We concur also, in the opinion of our friends at Gallipolis, that there is scarcely any *short* line of railway which is of more importance than this. It is but about 33 miles in length, connecting the Ohio river with the great line of the Cincinnati and Marietta Railway, through a country, which for iron and coal has no superior. Besides this, it is obviously the best connection between the Virginia Western and Central Ohio,—a connection which must hereafter be of great importance.

To manufacturers also, we commend this letter, for there can hardly be a point in the country where the iron business can be better carried on than in Gallia. We judge from the close of the letter, that the line from Gallipolis to Hamden (junction of the Marietta and Hillsborough lines) will soon be placed under contract, and hence the subject is of interest to contractors and capitalists.

Gallipolis, Sept. 23, 1853.

E. D. Mansfield, Esq.

Dear Sir,

I wish to call your attention to a matter coming exclusively within your editorial jurisdiction; and that is, the character and prospects of the Gallipolis, Jackson and Chillicothe Rail Road Company. The charter was passed May 22, 1850, with power to construct a rail road from Gallipolis to a connexion with the road of what is now the Cincinnati and Marietta Railroad Company. Its powers are those contained in the general railroad act of Feb. 11, 1848.

A company was organized under this act, in July, 1852, the necessary amount of stock having been obtained. Soon after, the services of Charles B. Shaw, Esq., the eminent engineer on the Virginia Central road were obtained, and surveys of two routes made; one from Gallipolis, by Centerville and Jackson, to the Chillicothe road, north of Jackson, near the residence of Mr. Byers, on Pigeon creek; the other by Vinton, Buckeye Furnace, and the upper valley of Little Racoon creek, to the same road at Charleston or Hamden, in the southwest corner of Vinton county. The two routes run over the same ground until Racoon Creek is crossed in section 13, T. 6, R. 16, at the mouth of Barren Creek. From this point, route No. 2 runs northerly on the west side of Racoon, to section 26, T. 7, R. 16, through sec. 26, 23, and diagonally through sec. 15, corners of 16, 9, 8 and 5, in T. 7 and S. 31, in T. 8, R. 16, northeast corner of S. 36, T. 9. R. 17, southwest sec. 25, northeast sec. 26, near the Buckeye Furnace, in the valley of Little Racoon creek; thence northwest up the valley to a junction with the track of the Marietta and Cincinnati road, on sec. 13, T. 8, R. 18.

I have been the more particular in giving the line of this route, since it is the one decided on by the company. By the aid of the large map of Ohio, by Doolittle and Munson, the line can be easily traced, and its locality identified. Having done this, I will now state the character of the ground, the probable costs of the road, and the prospects it holds out for a profitable business.

1. *The character of the ground.* This is as favorable as any road in Ohio. The line starting from the town plot of Gallipolis follows the valley of a creek until it comes out on a gravel plain, which constitutes the summit between the Creek and Racoon. There are here no hills whatever; from this place, a creek valley carries it to Racoon; thence it follows the valley of Racoon up to sec. 25, near Vinton, in T. 7, R. 16; thence along a nearly level dividing summit between the two Racoons, until it passes a low gap over on to a run leading down into the valley of Little Racoon. The grades are all easy, none greater than 42 feet to the mile, and only two miles, where it reaches over about 25 feet; while most of the way, it is much less than that. No curves need be made, having a radius less than about 1,900 feet, a three degree curve; and these curves, where they do occur, will be only very short segments. It will be seen that the ground is in this respect very favorable. And these advantages are obtained with no heavy work, whether of embankment, or excavation. This arises from the fact, that this line follows the water courses, instead of crossing them as is the case with the lines of the Marietta aud Cincinnati and Hillsborough roads. With such works as are found on either of the above roads, the curves could be enlarged to two degrees, and the highest grade to 30 feet to the mile, and this grade confined to two points of not over two miles each, while the balance of the road would not average more than 15 feet, never exceeding 18, and running down to 5.

In this respect, no road in Southern Ohio can compare with this.

2. *As to the Cost.* We have not had a full estimate on this route, but from the best estimates made, the entire road cannot cost a sum exceeding $500,000. Its entire length from Gallipolis to the Marietta and Cincinnati road is 33 miles. The Scioto and Hocking Valley Road have contracted for their road north from Jackson to Newark, at $20,000 per mile, all complete. That road has miles which will cost $75,000, especially one at Somerset, while the whole line runs across the valleys, and must be much more expensive than a road running with them. Capt. Kennedy told me he knew a portion of the road, and that the most expensive one, and that in his opinion the 33 miles could be made for $500,000, if not less. Every one, acquainted with Capt. K. the able engineer on the Marietta and Cincinnati road, knows that his judgment in such a matter is to be relied upon.

The reason why this route was adopted, in preference to the one by Jackson, is plain on the facts. We reach Chillicothe in a distance three miles less by this route; we save ten miles of very expensive road from Jackson to Byers; and we pass through, by this route, the best coal and iron region in Ohio.

3. *As to its prospects for business.* 1. It is the natural connecting link between the great Virginia central road and Cincinnati, and and the whole north and northwest. A glance at the map will shew this. The Virginia road, as now located, comes into the valley of the great Kanawha, above the Salines, and down that river to Scary; a point within forty miles of Gallipolis. From this point to Gallipolis, a road must ultimately be made. No difficulties intervene; the valley is level, and the road can be very cheaply constructed. By this route, Cincinnati, Dayton and Columbus can be reached in a much shorter distance than by any other conceivable route. With this link completed, between the Virginia Central and the Marietta and Cincinnati roads, and its connexions, no traveler destined for a point north of the Ohio river, will ever pass over any other route. The route by Guyandotte, Sandy and Maysville, will only increase the distance by not less than 25 miles to Cincinnati, and of course, by 75 miles to Dayton and other points north and northwest of Cincinnati.

And Virginia must make this connexion. Her own interests prompt her to it. Otherwise, this travel will most of it go over the Baltimore road; it will never run off into Kentucky, to penetrate Ohio and the northwest. Nor is this all, during the inclement season of winter, this route over the mountains will be much to be preferred. Its grades are nothing, compared with the Baltimore road, while little or no snow will be found to encumber its track in winter. In addition to this, it will open to southern Ohio a direct and cheap route to the Mountains and Springs during the heat of summer. From 200 to 300 miles of travel by rail, will bring all the southern portions of Ohio in connexion with the bracing airs of the mountains, and its health giving waters. These

mountains will then, instead of Mackinaw, become the favorite summer resort of the people of all southern Ohio. This connexion must and will be made, and when made, will become one of the great lines of connexion between tide water and this great valley of the West.

2. *As to local business.* This road passes for over ten miles on its northern end, through the best coal and iron region in Ohio. The valley of Little Racoon, is for coal and iron unsurpassed in Ohio; its extent, north and south, is about eighteen miles; and this road passes over the upper half of this distance, and a side road can easily be made at a very cheap rate, whenever called for, down the Creeks as far as the coal and iron extends, at a point not much over two miles from its junction with Big Racoon. At present the upper half of the valley will furnish coal ample for all the wants of interior Ohio and Cincinnati. To reach this region of coal and iron, this road is indispensible, since the Marietta and Cincinnati passes it some ten miles to the north. This road too, is the only one by which the Jackson cannel coal can be reached.

The iron ore is also inexhaustible; and whenever iron shall be made by stone, instead of charcoal, any amount of iron can be made in this valley, and along the line of this road.

By this road, this coal and iron will be made accessible to the interior of the State and to Cincinnati, through the Marietta and Cincinnati roads, and the roads connected with it. Cincinnati, Chillicothe, Dayton, Xenia, Springfield, and north and west of these towns must derive their supply of coal and iron from this region of Ohio, passed through by this road on the southeast, and the Marietta and Cincinnati on the northeast. These two roads open along their lines over twenty miles of the outcrop of this rich mineral region.

The coal and iron can also by this route reach the Ohio river in from 16 to 25 miles. By no other road can the river be reached in double the distance. And when the river is in good order, coal and iron can reach Cincinnati cheaper by the river from this place probably than by the direct route over the Marietta and Cincinnati Road.

But this is not all. There is to be a vast development of the iron manufacture in this part of Ohio. Foreign iron must cease to be imported, when prices come down, as they will, when production shall come up to the point of consumption. At present the iron business is more profitable than any other can be. None but the knowing ones are aware of this. I venture a guess, that a clear profit of $20, or over, is now realized on every ton of pig sold at present prices, $45. With such profits, capital must flow into this channel, as certain as the waters of the Ohio run toward the Mississippi.

Now, at present, there is no point on the Ohio river, which presents a more favorable point for the manufacture of iron, than will Gallipolis when this railroad is completed. Iron and coal will be accessible in from 16 25 miles. Coal can be delivered at a freight of a cent per bushel, making a cost, to one owning a bank on its line, of not over five cents per bushel. This is as cheap as fuel can now be obtained at Ironton, cheaper than it can be obtained at Portsmouth.

Gallipolis is, in its location, the finest town on the Ohio. It lies high above the floods of the Ohio, with real estate at one half the value it bears at either Pomeroy, Ironton, or Portsmouth. Living too, is cheaper here than at either of the other points named. It is encircled with a good agricultural country. Gallia county is a better agricultural county than either Scioto, Lawrence, Meigs or Washington; and hence the means of living will always be cheaper than at either of the other towns named.

All these considerations demonstrate that capital will come here for investment, as well as at Ironton; as it can here obtain cheaper land and cheaper living, with as cheap iron and coal as at any point on the Ohio.

A vast local business must then grow up along and on this road, equal to that of any other road in the State. I know of no thirty-three miles of railroad in Ohio that offers as good prospects to be profitable as this one; and I am willing to leave the decision of the question to any one acquainted with all the facts.

This road, too, is an important branch to the Marietta and Cincinnati road, and its importance to that road is fully appreciated by its stockholders and intelligent board of directors. Hence they are disposed to aid in all ways they can its early completion. Our citzens are also alive to its importance. It is now thought that a subscription of near or quite $ 200,000 can be obtained in Gallia County, which, with the aid that is already promised, it is thought will secure the commencement of the road this winter, or early in the spring.

I have written what I have, in order to attract the attention of capitalists and contractors; since the time approaches, when contractors will especially be interested in knowing what work is about being let, as well as the character and prospects of the road. While projects with not half the merits have been bepraised and puffed, we have remained quiet, maturing our plans, anh making sure of our road.

Yours,

SIMEON NASH.

For the Railroad Record.

Hamilton, Oct. 3, 1853.

Dear Sir,

My attention has been called to an article in the Record of the 15th Sept., in regard to the Junction railroad, in which you say that "the Junction rail road proper, is only between Hamilton and Rushville, at this last point, it unites with the Cincinnati, Indianapolis and Chicago Road."

This is an error, the Junction railroad proper extends from Hamilton to Indianapolis under one charter and one organization. It is connected with no other road at Rushville, leading to Indianapolis, and no snch connexion is anticipated. The whole of the Junction road from Hamilton to Indianapolis is now under contract, and is progressing rapidly.

A report of the condition of the road, its finances and prospects, will be presented to the public in a short time.

Yours, &c.,

JOHN WOODS,

Pres. Junction R. R. Co.

OHIO AND MISSISSIPPI RAILROAD.—By the report of the directors as it appears in the St. Louis papers, it is confidently expected that the road to the junction with the Illinois Central Railroad (about sixty miles) will be completed by the 1st of Jannary next, and the whole line to Vincennes by the first of July, 1854. The amount already expended is $612,604 77.—There are two thousand five hundred men at work on the line, and everything is going on prosperously.

CINCINNATI AND FORT WAYNE RAILROAD.—We are pleased to learn that the work upon this road is progressing rapidly. The entire line has been let to sub contractors who are at work in Indiana, and will soon be also in Ohio—when the whole will be urged to completion with as little delay as possible.

ASHTABULA AND NEW LISBON RAILROAD.—The Directors of this road have employed Mr. Hall, as engineer in chief, and Mr. Joseph S. Gett, as assistant. Under the supervision of these gentlemen, the location of the road will be commenced in a few days; and, it is hoped, will be completed this fall.

☞ PANOLA County Miss., has voted to subscribe $200,000 to the Mississippi and Tennessee railroad; the vote stood 556 in favor, 92 against.

☞ Can the New York *Mercantile Journat* inform us where we can procure a copy of the "*Cincinnati Journal*" from which it took an article on *The transportation of coal by railroad*, which appears in the issue of the *Mercantile Journal* of the 27th ult. We always supposed that article was original in this paper.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Akron Branch of Cleveland and Pittsburgh			....		
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable, Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92¼
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre			....		
Detroit and Pontiac			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Lexington and Danville			....		
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio			....		
Do do Paducah Branch			....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅜	105¼
Do do	2d "		....	93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock Valley Union, (Illinois and Wisconsin)	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley			....		
Southwestern, Tennessee			....		
Sangamon and Morgan, or Great Western			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton			....		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "		....	90	95
Vicksburg, Brandon and Jackson			....		
Virginia Central			....		

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Akron Branch of Clevel'd & Pittsb'h			
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield, Mt. Vernon and Pittsb'gh	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102¼
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem	½ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

MONETARY.

At the East the Money Market may be quoted as easy though in active demand, call loans on prime securities being had at 6@7 ℔ cent, long prime paper 8@10, single names 12@15.

Foreign exchange has been plenty; rates for Bankers bills 109¼ to 109¾, the latter for the most favorite names.

Towards the close of the week, the Stock Market presented a declining tendency, after having been very active during the week, Government securities are firm at above government offers. Erie stock has fallen off rather from some dissatisfaction in regard to the last exhibit of the company, which was not as favorable as was looked for.

Panama sold for 88, Crystal Palace for 83, being a large decrease from their values six months ago. Paying Railroad stocks are firm, and advancing. The foreign demand is merely nominal.

The New York City Banks have contracted their loans and discounts some $8,000,000, since August. Balance in hand of the New York Sub-Treasurer on tho 1st inst was $9,618, 854, 36.

The second half-million loan of North Carolina was taken at 103 ℔ cent a very low rate for 6 ℔ cent coupon loan, with such a voucher as North Carolina. The loan was taken by F. F. Lyon, Esq. Bank commissioner of the State of Albama; the offer was made for "all or none," of the amount.

At the West, Money is in increased demand; the Market being quite stringent. The rates of interest varying from the minimum of one ℔ ct pr month to two and three, according to the names offered. But little activity is observable in the Stock Market.

Exchange we still quute at ½@¾ though some out of door sales have been made at a trifle less.

COINAGE AT THE U. S. MINT.—During the past month the value of coinage at the United States Mint was as follows:—

Gold	$4,221.598
Silver	1,250,000
Copper	3,100
Total	$5,474,698

The amount of Gold Bullion deposited was :

From California	$2,975.000
" Other sources	50,000
Total	$3,025,000
Silver	$320,500

ACKNOWLEDGMENTS.

THE PRACTICAL DRAUGHTSMAN'S BOOK OF INDUSTRIAL DESIGN, and Machinist's and Engineers Drawing Companion, forming a complete course of Mechanical, Engineering, and Architectural Drawing, translated from the French of M. Armengaud, the Elder, prof. of design in the Academy of Arts and Industry, Paris; and M. M. Armengaud, the younger, and Amouroux, Civil Engineer. Re-written and arranged, with additional matter and plates, selections from and examples of the most useful and generally employed mechanism of the day, by W. Johnson, Asso. Ins. C. E.; Editor of the Practical Mechanic's Journal, &c. Published monthly by *Stringer and Townsend, 222 Broadway, New York.* To be completed in 12 parts, at 37½ cents each. *No. 3 now ready.*

We are indebted to the Publishers for a number of this Journal, which, upon inspection we find eminently practical and useful, and feel warranted in commending it to the community, as filling a vacuum heretofore existing in scientific drawing.

THE NEW YORK SUB-TREASURY.

The N. Y. *Herald*, in its money article, gives an interesting statement of the manner in which the government specie is kept in that city. On Friday night last, ten millions of dollars, consisting exclusively of gold coin of the United States, with the exception of a few hundred dollars in silver, were locked up in the vault in the Assistant Treasurer's office. —His office is situated in the northeasterly room of the Custom House, which is built of iron and stone, having double iron shutters, and being guarded by two watchmen, who occupy the apartment during the night. The safe containing the coin is composed of double sheets of iron, strengthened by cross bars or lattice work of cast steel rods, between which no instrument can cut or file. The safe is 15 feet long, 8 wide, and about as many high. It is divided into two apartments, in the inner one of which the money is deposited, and it has three thick iron doors, each having two locks, the keys to which are distributed at night among the different clerks—the Assistant Treasurer himself keeping the register of the principal key, so that the safe cannot be unlocked unless all are present. On the sides of the safe are tiers of boxes capable of holding in all nine millions six hundred thousand dollars. They are now filled with coin, which is is put up in bags of five thousand dollars each, excepting a few containing smaller amounts for convenience in making payments. The weight of the ten millions of gold is eighteen and three-quarter tons.

VICKSBURG SHREVEPORT AND TEXAS RAILROAD.—The subscriptions to the stock of this road are as follows: State $800,000. Private subscriptions $550,000. Parish of Caddo $100,000.

Miscellaneous.

THE TUBULAR BRIDGE.

OVER THE MENAI STRAITS.

Mr. Stephenson, whose name has deservedly become renowned as the architect of this stupendous structure, has been sent by English capitalists to Canada, to examine into the feasibility of bridging the St. Lawrence in a similar manner. Mr. Stephenson has made the necessary examinations, and reports in favor of the construction.

As the formation of the Menai Bridge may not be familiar to our readers, we give a description of it taken from the letters of one of the editors (Mr. Paine,) of the NewYork Observer. The description is at once graphic, lucid and comprehensive; and from it a clear idea of a *tubular* bridge can readily be obtained. The description is as follows:

"The tubular bridge over the Menai Straits I regard as the greatest mechanical wonder of the world, and if my admiration of it had been great when reading the mnay and graphic description we have had of it, my wonder and pleasure were greatly increased when I came to see it. The cars swept through the tube fifteen hundred and thirteen feet in length, and we had no other sensation than that of passing through any other covered bridge, but as soon as we reached Bangor, and the train paused, I left it, and let it go on without me, while I returned to study this stupendous work. The problem to be solved by the architect was this—to build a bridge 1,500 feet over an arm of the sea, so high in the air as to permit the loftiest mast to pass under it, and without piers to obstruct the navigation. The point on the straits selected for the purpose, was fortunately provided with a rock rising from the water, and nearly in the midst of the straits. This was the base of a pier, but then the bridge, without a draw, must stretch 472 feet to one shore, and 460 to the other, and at the hight of at least a hundred feet above the sea. Mr. Stephenson, the architect, devised, and under his superintendence was executed this work,which promises to stand an enduring monument of ingenuity, enterprise, and perseverance, under difficulties the most disheartening, and to ordinary minds, insurmountable. To the work he brought, as the first and chief element of success, his own genius and courage, and to these he added 1,800 men, for whom cottages were built along the shore, as the labor of years was before them. The bridge is to be of iron, nothing else; it is to hold itself up without an arch, and without steel cables to bind it to the rocky shores. It is to be built on the shore, to be floated on the water, and then raised perpendicularly, and stretched horizontally from land to land. Can it be done? The world laughed, and wise men said, no, it could not be done, and it would fall of its own weight if it were done. The man of *science* pushed on the mighty work. Plates of iron were rivetted together, and a tube, not round, as most people suppose, but square, or rather, rectangular, being thirty feet high, and fourteen feet wide, was built; the labor of this army extended through four and a half years. Two millions of rivets hold these iron plates in their tenacious grasp, and the tubes weigh no less than eleven thousand three hundred and sixty-six tons. During these years, these shores presented the busiest and most exciting of peaceful scenes. Schools and churches were built for the families gathered here. The arts of life were drawn around the settlement, and it was as if a new city had been suddenly planted on the straits of Menai. Sickness was rare, for the air is pure and healthful; but when it did come, and death with it, the consolations of religion were not wanting to the dying or the living. More were born than died. The work went on, and at last it was done. Hydraulic presses were made to raise the mighty weights, and inch by inch they rose, till in three weeks from the time they began to ascend, they were planted on the lofty pier, and stood sublime. They did not break of their own weight. They did not bend. But would they bear the pressure of a train loaded, thundering over this awful chasm? or would the mass of iron crush and fall in ruins, like a rent world, when the first train of rail cars, with its living burthen, should trust itself on the treacherous bridge! The train was ready, not with a burden of living men and fair women, to re-enact the Norwalk tragedy, (an event that dishonors our country in the eyes of Europe.) but loaded with iron and stone, to four times the weight of any train that would ever be required to pass over the trembling structure. Mr. Stephenson, the architect, mounts the locomotive, himself the engineer and solitary passenger. He moves on, and reaching midway of the longest tube, he arrests the train, and pauses there, that the heaviest pressure may at once be felt, and the grand experiment be tested once for all. It was not a rash and hair-brained feat. It was the calm confidence of a man of calculation, who knew what he was doing, and that he was safe. The sinking of that long line, with the tremendous weight to which it was there subjected, was less than half an inch! The experiment was tested. It cost five millions of dollars, and was cheap at that.

I walked through it, and then by a flight of narrow steps, ascended to the top of it, and walked out on the flat roof on which the strain comes; and when I saw the power of those concatenated plates, it was impossible to have the sensation of fear, while I felt sure the structure will stand till some convulsion of nature shakes the sea and earth."

PUBLIC LANDS

FOR RAILROAD PURPOSES.

From the *Washington Union* we learn that the President of the United States has given notice of a withdrawal from private sale and public entry all unoccupied lands lying within fifteen miles of the route of the proposed Southern railroad, between Brandon, Miss., and Montgomery, Ala.

These lands were advertised for sale or entry, and they are now withdrawn, as the official advertisement says, "in consequence of urgent representations in behalf of the interests of the proposed road," above mentioned. The advertisement also states that the President of the United States has directed that, for the present, (and until the pleasure of Congress can be ascertained in regard to a grant of public land in aid of constructing said railroad,) the public lands lying within 15 miles on either side of an air line between Brandon and Montgomery, in the districts of land subject to sale at Jackson and Augusta, Miss., and at Demopolis and Cahaba, Ala., be withheld from public sale or private entry, until further notice, and special instructions to that purport have been given to the land officers of the districts aforesaid.

The New York *Journal of Commerce* says: The fact just stated is novel and interesting. It is a new thing for the Executive to act on this subject, in reference to a supposed future action of Congress. It is new, but it is in conformity with the new policy in regard to the public lands. The fact shows, that the present Executive has adopted, in the fullest manner, the policy of appropriating the public lands for the purposes of internal improvements.

It is known to those who are familiar with this subject, that Congress has wavered in their course, in relation to the public lands.—Some great land bills have been past, carrying vast donations in aid of State improvements, while others of equal merit have been defeated.

The whole policy of the late Congress in regard to the public lands, was involved in confusion and contradiction. But, now that the weight of the Executive is thrown in favor of the plan of using these lands for internal improvements, Congress may find less difficulty in the matter.

When the great Illinois Central bill came before Congress, it shocked the sensibilities of the State rights strict construction men. It was after a hard battle that it was carried. Not only its principles, but its expediency was doubted. Many believed that it would fail in its intended purpose. But its signal success has illustrated the wisdom of the policy in which it originated.

The arguments used at the time, among the strict construction men, was, that the West must have roads to market through the public domain; and that if the West could not get the roads by this means, the whole West, Democrats and all, would embrace the Whig policy of internal improvement—Mr. Clay's American system. It was this combination that carried the bill. We remember how hard it was fought by Mr. Venable, of North Carolina, and others of his strict construction friends; and we remember too, that Mr. Venable, after fighting all the railroad bills, came around to the support of the abominable bill for giving away the public lands to the lazy and pauper applicants of all nations, instead of reserving them at low prices for industrious and hard working citizens of the Republic—men capable of founding empires.

The system of granting lands for improvements in the new States and territories may now be regarded as thoroughly established; and it is now vastly preferable to the distribution system of Andrew Jackson's pauper system, and to the system of internal improvement by the general Government.

☞ The attention of *Railroad Contractors* is called to the advertisement of the Cincinnati Dayton and Toledo Railroad Company, in our columns.—There is an opportunity for making a profitable bargain.

RAILROAD IRON.—One of the most attractive objects at the fair on Wheeling Island was the first rail for railroad ever made in Western Virginia, or perhaps in the State. This was from the Washington rail mill in South Wheeling now being operated by a substantial company who have orders enough to keep them going for the next three years. This rail wss made some five or six weeks ago, and the mill has since been pressed to its utmost capacity. This rail weighs about 65 lbs, to the yard and is as smooth and beautiful as any rail we ever saw.

MOBILE AND SAVANAH AIR LINE ROAD.—At a meeting of the citizens of Savannah on the 29th of August, a subscription of $1,000,000, was authorized to aid in the construction of this road, with a branch to Pensacola, Fa.

Advertisements.

WANTED!

1,200 Men and 60 Masons,

UPON THE

COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

AT GUYANDOTTE, VA.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars Baggage Barrows. Passenger, Freight-Car. and Switch Locks, Door Knobs and Butts. Brass- and Iron Woods Screws, Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach, Japan and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Hacking, American Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,

Late Davenport & Bridges, Car Manufacturers, Cambridgeport. Mass.

ALFERD BRIDGES,

Late Davenport, Bridges & Co., Fitchburgh, Mass.

†-c6

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

OFFICE OHIO & MISSISSIPPI R. R. CO.
CINCINNATI, AUG. 6, 1853.

Notice is hereby given that in pursuance of a resolution of the Board of Directors of the Ohio and Mississippi Railroad Co., an instalment of five dollars on each share will be payable on the 6th day of October next, being the 6th instalment.

By order of the Board.

au25 H. H. GOODMAN, Secretary.

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

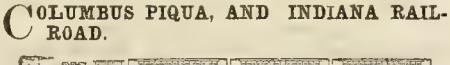
of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.

au18-3*

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

CARDS.

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIRS.

No. 64 Second St., one door west of Broad ty †mr10

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,

No. 19 West Third Street,

CINCINNATI, O.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.

Office, No. 7 Burnet House.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,

CINCINNATI.

Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

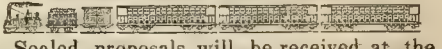
T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.,

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

NOTICE TO CONTRACTORS.



Sealed proposals will be received at the Engineers office in Delphos Ohio, until noon of the first day of November next, for the grading masonry and bridging of that portion of the Cincinnati Dayton and Toledo Railroad lying between Minster and Defiance; a distance of about sixty miles. Plans, profiles, and specifications may be seen on and after the 25 th day of October next.

D.H.MORRISON. Engineer.

Delphos. Sept, 26 1853. s29-tt

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S

Lithographic Establishment,

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Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati.

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Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

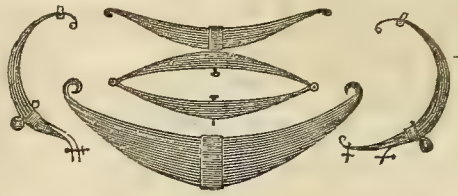
RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.



McDANEL & HORNER,

LOCO-MOTIVE



AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

General Map Establishment,

No. 3 College Hall, Walnut Street,

CINCINNATI.

E. MENDENHALL,

MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

ENGINEERING!!

The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING. DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,

May 5-tf 64 Broadway, N. Y

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,

†mr24 9 and 11 West Second St., Cincinnati.

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,

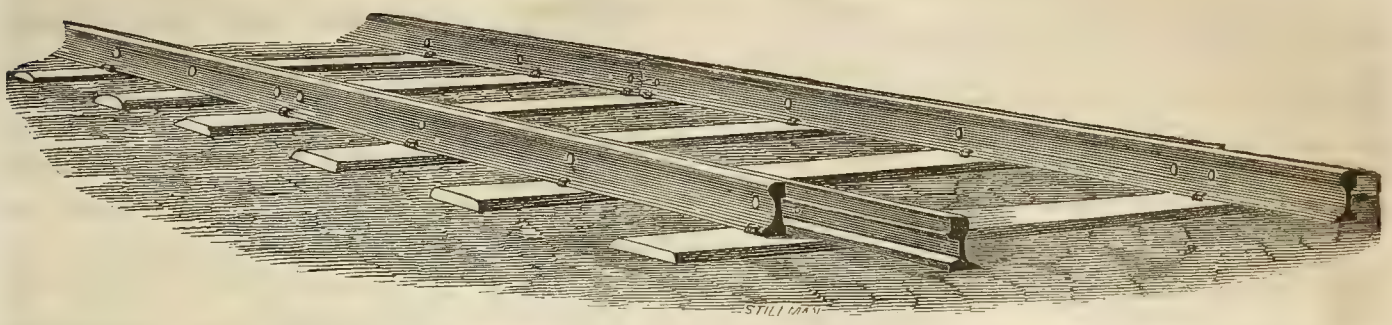
sep15tf 64 Courtlandt Street, New York.

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.

Pittsburgh, Pa., August 15, 1855.—au18-3*

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repaire of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts., Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

"GARDNER'S ROCK DRILL."

DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

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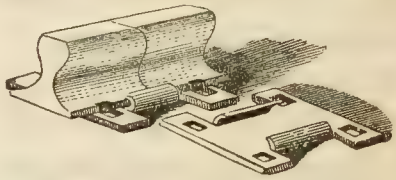
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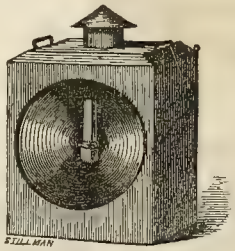
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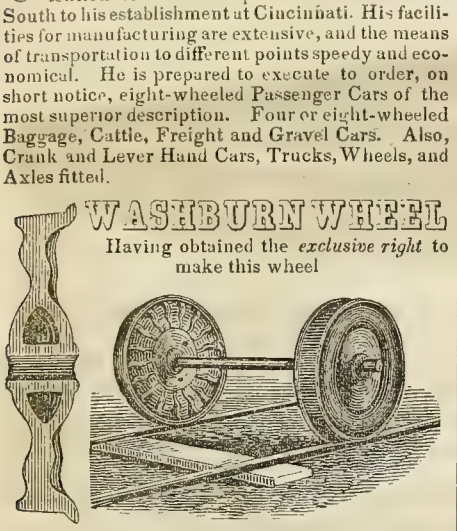
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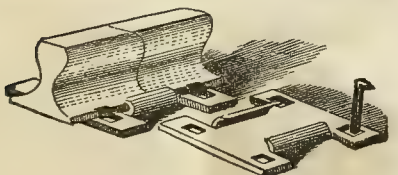
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Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

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First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7½ o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

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From Cincinnati to Zanesville 4 80
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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

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E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For Engineers seeking employment; Railroad Companies desiring assistance; Contractors, Manufacturers of Railroad Machinery, Improvements, &c., &c., offers inducements unequaled by any other journal at the West.

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Railroad Injunction in Iowa.—Judge Whiton, of Janesville, has granted an injunction against the Beloit Branch Road; preventing it from passing through Beloit, until certain parties are satisfied in damages they claim from its being built through that place.—Subsequently, a motion was made to set aside the injunction, but the Judge decided against it. The result will not affect the completion of the road.

THE FINANCIAL CONDITION OF THE COUNTRY—THE RISE OF PRICES, AND THE DEMAND FOR MONEY.

The United States was never in a condition of financial and physical prosperity equal to that of the present. The Government has thirty millions in the Treasury, and is actually paying off its debts at a premium of 21 per cent. for the privilege! Capital was never so abundant, as is conclusively proved, by the great amount annually put in Public Works. Prices of produce in the Great Western and Central States was never so high. Coin and bullion never existed in such immense quantities in the country. Notwithstanding the rapid increase in the importation of foreign goods, the *excess* of gold received over specie exported for the current year, is *twenty millions!* Substantially, therefore, in all matters of commerce and finance, the country is unusually prosperous, and rapidly increasing in wealth and capital.

Nor is this all—that great source of wealth—national industry, is developing itself with extraordinary success and rapidity. Our Iron, Wool, and Cotton establishments, are all doing a profitable business. Under such favorable circumstances, it may be asked why is money scarce, and interest high? The answer is very simple. Money is *not* scarce, but very abundant. It was never so abundant before. Interest is high, *because business is profitable.* The movements and fluctuations of the Money Market, are the simplest things in the world, if considered with reference to the great principle of political economy—*demand and supply.* Demand and supply are two *variable quantities.* If the *supply* remain the same, then the price of money will fall, and increase when the demand increases—so if the *demand* remain the same, the price will vary with the supply of money. In the present case, both these *variables* have moved. The supply of money has immensely increased; but the demand for business, (everywhere profitable) and for railways (everywhere making)—has increased more rapidly than the supply. The inevitable consequence is—that the rate of interest (the price of money) rises, and loans are no longer obtainable on the same terms. For example, the Little Miami Railway asked bids for a six per cent. loan; but they did not get it, because loans for railways command a higher rate. Government loans are deemed the safest, and, therefore, are a pretty fair criterion. The six per cent. loan of the State of North Carolina was taken a few days since at 103; while a few months before, it was taken at 105. The only real difference in the Money Market, then, is a rise of two per cent. premium on a Government loan. To be sure, the difference is much greater on private loans; but in these cases, the lender always adds on an *insurance* to the interest. The only effect of high interest will be to check new loans, and consequently new enterprizes, till the supply of money increases relatively to the demand; just as the *consumption* of certain articles diminishes, when the prices rise.

To illustrate what we have said, take the following table of prices, extracted from the "*United States Economist,*" for which it was carefully prepared by its editor.

In the United States, the crops and their money values have never been larger than during the year just closed. In illustration, we have compiled a table of the leading products and their value, according to the actual averages at the ruling markets.

CROPS AND VALUES IN THE UNITED STATES.

1852.	Crop.	Price.	Value.
Cotton, bales	3,095,029	$34	$104,070,986
Wool, lbs	52,422,797	35c	18,347,978
Sugar,	257,138,000	4½	11,577,121
Molasses, gals	18,300,000	22	4,026,000
Pork, lbs	325,016,040	6	19,500,962
Tobacco,	240,000,000	6	15,000,000
Rice, tcs	166,706	$25	4,162,001
Coal, tons	5,382,269	3:75	20,183,310
Wheat, bush	100,503,899	51c	55,000,000
Corn,	600,000,000	30	180,000,000
Rye,	14,000,000	50	7,000,900
Oats,	146,000,000	25	38,666,000
Total,	..	..	477,534,358

1853.	Crop.	Av. Price.	Value.
Cotton, bales	3,362,882	$41	$137,878,162
Wool, lbs	55,000,000	50c	25,000,000
Sugar,	336,129,000	4	15,452,688
Molasses, gals	25,700,000	20	5,140,000
Pork, lbs	404,719,990	7	28,330,409
Tobacco,	250,000,000	7	18,000,000
Rice, tcs	157,407	$28	4,407,396
Coal, tons	5,300,000	4:37	23,198,000
Wheat, bush	101,000,000	74c	74,740,000
Corn,	600,000,000	41	240,000,000
Rye,	14,000,000	60	8,400,000
Oats,	146,000,000	40	58,400,000
Total,	..	..	639,146,561

These prices are the averages which ruled at the leading markets. Cotton at New Orleans, Pork at Cincinnati, Coal at Philadelphia, &c., &c. The result is an increase in money value of twelve products $161,612,203. If we were to add fat cattle, hay, cheese, butter, &c., the amount would double. Thus the product of butter, per Census, was 312,202,286 lbs., worth $31,000,000; during

the past year it has ruled 20 per cent. higher, which would make a difference of $6,000,000, even if the quantity had been no greater. If we take the rise in agricultural values at $200,000,000 only, and manufacturing production at $50,000,000 increase, the two sums make $250,000,000.

Nothing can better establish the great abundance of *capital* in the country, and its high state of prosperity, than the above facts. If money was not very abundant, such prices could not be maintained; and if capital was not large, and fast increasing, such business could not be carried on.

The increase of prices, above exhibited, is about 33 per cent.; an advance surely large enough to satisfy the most sanguine speculator, or enthusiast. Take the agricultural products of Ohio, for example. The advance on Wool is 15 cents per pound; on Wheat, 23 cents per bushel; on Corn, 11 cents; on Rye, 10 cents; on Oats, 15 cents; and on Pork, one cent per pound.

The following is the *increased* value of the *exported* products of Ohio, by the advance of prices:

Wool,	$1,200,000
Wheat,	2,800,000
Corn,	1,000,000
Rye,	50,000
Oats,	100,000
Pork,	1,000,000
Increased value,	$5,850,000

On these articles alone, then, the State receives near *six millions advance* on what she sends abroad. This is an advance of about 16 per cent. on the value of her *exports*—counting the price only at the home market, which is less than it should be.

The demand for money, and the rise on interest, will soon cease to be unusual; for, like any other rise on an article of consumption, it soon cures itself. When the regular ratio of interest rises above 7 per cent., it takes too much from the profits of business to trade easily on borrowed capital. Loans will rapidly be curtailed, and consequently the supply of money be *relatively* increased.

Speculations in Stocks especially, will be discouraged, for no man, not commercially insane, will borrow money to trade in a falling market; and the market for stock will fall, as interest rises.

We conclude, as we began. The country never was more prosperous; capital is rapidly increasing; prices of all products, whether of the soil, or of industry, are high. Labor is well paid; food is abundant; and the want of money is unheard beyond the doors of money dealers. *There*, money is always scarce. The speculator, the spendthrift, the commercial gambler—the *bears* and *bulls* of the Stock Exchange will always furnish ample employment for money dealers.

Railroads.

LOW FARES—TRIUMPH OF THE HUDSON RIVER RAILROAD.

The Hudson River Railroad, in face of the most powerful opposition, set the first example of really *low* fares. For this it was denounced, as attempting what was impossible, and thus causing a failure to the injury of Railroad stock. The Hudson R. R. Road, however, has triumphed, and proved most incontestably that their position was correct, and that low fares are in the end sound policy. The *American Railroad Journal* very handsomely acknowledges the success of the Hudson, which it had previously controverted.

Let us look at the circumstances of the case, and see if what the Hudson has done—cannot be done by all.

The Hudson R. R. Road was built on, or through solid rock, for much of the distance; and passing likewise through very valuable lands, it was immensely expensive. It was on the bank of the Hudson, where the finest steamboats in the country ran, and at very low price. It was essential then, that on the most costly road in the country, there should be the lowest fares, with the highest speed. The policy of the Company was to pursue this course, and it has succeeded against all opposition,

After the most desperate efforts, and with burnings and blow-ups, the competition of steamboats has failed. The number of passengers on the Railway has been steadily increasing, and that of steamboats diminishing.

Now, the fare on the Hudson R. R. Road, is 1¼ cents per mile. From Fishkill Landing to New York, (60 miles) is 75 cents fare; while from Cincinnati to Dayton, (60 miles) is $1:50—just double. On most Railroads, the fare is three cents per mile.

The speed of the Express trains on the Hudson River, is 40 miles per hour; while between Cincinnati and Dayton, it is not 30.

The cost of the Hudson River Railroad, per mile, is double that of the Cincinnati and Dayton line.

But, it may be said, that the Hudson River Railroad can do this, because it has such an immense number of passengers. Very true; but it has *created those passengers by its low fares*. The number of passengers going up the Hudson River now, is more than double the whole number previous to the establishment of the Railroad; of which the whole additional number has been created by the Railroad.

It may be said, that in the West, the population is not great enough; but low fares is the way to bring that population on to the line of the Railway. Suppose the fare, between Cincinnati and Dayton, was 75 cents, and to Hamilton 30 cents, would not the passengers be more than doubled! Unquestionably. More than that, too—the population on the line of the road would increase much faster; and the Company would create for itself a business, which no competition would take away.

But, we would reduce Western fares only to *two cents per mile*, and that we know can be sustained profitably. Steamboats carry passengers at about *one cent per mile* profitably. It may be said, that a river costs nothing. No; but *running steamboats* costs a great deal. It is perfectly clear that, at double the steamboat fares, railways will make far the most profit.

We do not mention this because the people have much cause to complain; but because we think it, beyond doubt, the true policy of Railway Companies to reduce their fares to the lowest profitable rate. Competition will then be discouraged, and the Companies will build up a business of their own, which will render their stock permanently valuable.

The best part of Railway receipts—that which is most profitable—is derived from *local passengers*; but this a traffic, which, once obtained, cannot be taken away.

Now, how is this to be increased? By making it *profitable and pleasant for large numbers of people to reside on the line of the Railway*. This, the Hudson River Railroad has done to a very extraordinary extent in the last three years. Their *management* is well worth examining.

BUFFALO AND PITTSBURGH RAILROAD.

The Cattaraugus *Whig* announces that the bids for the construction of the Buffalo and Pittsburgh Railroad, for the entire length of the road from Buffalo to the State Line have been examined and decided, and the contracts have been awarded to George Law & Co.—Mr. Blackwell, Chief Engineer of the road, is now engaged in surveying the route of the Lafayette Road, which is to connect the former with the Allegheny Valley road. This road is to be completed in fifteen months, and leased to the Buffalo and Pittsburgh Company for a term of 10 years, for 6 per cent. per annum—the Buffalo and Pittsburgh Company to have the exclusive use and control of it for that period. They have also made a contract with the New York Company owning the coal beds in the valley of the Tennungwant, for transporting three thousand tons of coal per day to this city, for which the coal company agree to pay one and a half cents a ton per mile, for transportation, with all the expenses of loading and unloading. From careful estimates, it has been determined that this business alone will pay an annual interest of 10 per cent. on the entire cost of the road. M. Doane, a gentleman well qualified for the post, has been appointed resident engineer, to superintend the building of the road from Machias to the State line, or about one-half its whole length.—*Buffalo Com.*

CINCINNATI AND MACKINAW R. R.—An election for directors of this road will take place at Greenville on the 19th inst.

ROCK RIVER VALLEY UNION RAILROAD COMPANY.

ANNUAL REPORT.

We gather the following elements from the "First Annual Report" of the President and Directors of this Company.

The road commences at the Illinois State Line, (where it connects with the Illinois and Wisconsin Railroad, 69 miles from Chicago) running thence to Janesville, 21 miles, and there dividing into two separate roads; one running northward through Harmony, Lima, Koshkonong, Jefferson, Watertown, Emmet, Hubbard, Leroy, Lomira, and Byron, to Fond du Lac, on Lake Winnebago, a distance of 86 miles; the other, running northwestwardly, through Fulton, Porter, Dunkirk, Rutland, and Greenfield, reaches Madison, the State Capital, a distance of 34 miles; total length 141 miles, with the privilege of extending the latter track to St. Paul, Minnesota. That portion from the State Line to Fond du Lac is all under contract, and fast progressing to completion. The contractors agree to complete the road, except the iron and rolling stock, and take in payment one-half cash, and bonds of the Company at 90 cents on the dollar, or money, at the option of the Company, with a certain portion of the stock, at par, for the other half. From Janesville to the State Line will be completed by the first of July next, ready to connect with the Illinois and Wisconsin, now progressing rapidly. By an existing contract the entire line from Chicago to Fond du Lac, via Janesville, Madison, &c., will be consolidated into one Company. Some 15 miles from Fond du Lac, south, are completed, and the remainder will be completed by January 1, 1855.

Extensive grounds for the accommodation of the road, have been secured at Fond du Lac and Janesville. Between Madison and Janesville the road is progressing, under contract with the same parties. Northwardly, from Madison and Fond du Lac, it is not yet surveyed.

The charter of the Company is perpetual. The first Mortgage Bonds of the Company, on the line from Illinois to Fond du Lac, amount to $1,200,000, having twenty years to run from January 1st, 1852, bearing 7 per cent. interest, in semi-annual coupons, payable in New York or London—and convertible into stock at the option of the holder, any time before the principal is due. The Company have authority to issue mortgage bonds on the Madison Line also, but have not yet done so. In both cases, the amount of bonds issued must not exceed one-half the expenditures.

Appropriations of land by the General Government is also expected, in aid of the Company. The iron has been purchased; a portion of which, there being more than could be used for some time, has been sold at an advance on its cost.

This road was somewhat embarrassed by the failure of Mr. Chittenden, he having their bonds, to a considerable amount in his possession. The only difficulty experienced, however, was a slight delay, for want of means, which has now been entirely removed.

The Hon. Robt. J. Walker disposed of the bonds of the Company, in England, at par, and negotiations are now pending for the purchase of all the bonds the Company may issue,

The cost of the road to Fond du Lac, is estimated at $2,400,000; of which $1,259,500 have been already expended. Resources of the Company are, subscriptions, stock, &c., $1,220,000; Relied upon hereafter, from various sources, $1,180,000—total, $2,400,000.

The estimated nett receipts of the Company for one year, allowing 42 per cent. for expenses, are $138,430, or about 12 per cent. dividend on the $1,200,000 of stock.

The maximum grade of the road will not exceed 38 feet to the mile; the most of it being very level.

The officers of the Company are:—A. Hyatt Smith, of Janesville, President; Wm. A. Lawrence, of Janesville, Secretary; and M. J. Thomas, of Fond du Lac, Treasurer. Edwin F. Johnson, of Middletown, Ct., Chief Engineer. The Directors are: J. Bodwell Doe, Timothy Jackman, Wm. A. Lawrence, of Janesville; M. J. Thomas, of Fond du Lac; Robert J. Walker, Washington, D. C.; Wm. Ward, Samuel F. Butterworth, New York city; Wm. Cook, New Jersey.

FORT MADISON, BLOOMFIELD, AND KEOSAUQUA RAILROAD.

In pursuance of previous notice, a large concourse of citizens assembled at Fort Madison, Iowa, on the 9th ult., to take measures for the construction of a proposed road from Fort Madison, via West Point and Keosauqua to Bloomfield; there to unite with the North Missouri Road, with the intent to continue the line from Bloomfield westward to the Missouri River.

In view of the facts that lands have been given by the General Government towards the construction of railroads in other States, it was resolved that a memorial be prepared, to be presented for the action of Congress at its next session.

The memorial was prepared, setting forth the advantage of such a road, not only to the State of Iowa, but to the General Government, by bringing the now unproductive lands into market, and increasing their value to an amount more than sufficient to cover the present value of the whole tract. The memorial was read and adopted.

Josiah H. Bonney, Esq., of Keosauqua, was elected Vice-President of the Company. Articles of association were drafted and adopted, making the places, composing the name of the road, points on its line. The Judges of the Counties, along the route, were requested to take the necessary action to to enable the Counties to vote to take stock in the road. Subscription Books were ordered to be opened.

The whole affair went off in fine style, amid music, parade, and the enjoyment of the good things by which the inner man was refreshed. The proceedings lasted all day; and closed with "three times three" for the Fort Madison, Bloomfield, and Keosauqua Road.

HEMPFIELD RAILROAD.

We learn from our Wheeling exchanges that the work on the Hempfield road is progressing under the energetic action of its efficient President, in such a manner as to secure the completion of the work at the earliest possible day, permanently and successfully. The work being done embraces all the heavy cuts and fillings and there is scarcely a section on the line on which the ground has not been broken and work done.—On the section nearest the city, a small amount of work has been done, except the stonework, on the bridge across Wheeling Creek, which is under the contract of Messrs McCartney Otterson & Co. This work is being pressed forward with such rapidity as we think to throw it out of danger of high water this fall. The foundation of one pier is up four feet, and they commenced laying that of the other yesterday. The stone are all convenient and many of them gotten out and lying on the ground. They can be rapidly laid. The piers are 38 ft at the base, and the stone laid in them are large and equal to sustaining any pressure. These piers will be 26 feet in hight. The work is being done well, the foundation being a solid rock. The stone for this work is so convenient that we think the company will make money on it.

The tunnel through the Peninsula has been commenced at the other end, but as it is short and easy to cut it will need no pushing. We perceive that the next section is well advanced. Messrs. Snyder & Foster of Philadelphia, have obtained the contract for the Bridge across the Youghiogheny river.

Section 58 from the eastern end of Torrence's Tunnel, has been let to William Law.

Section 59 has been let to Robt. Stewart, late of the Central Railroad.

Section 60, running to the Youghiogheny, has been let to Robt. M'Ilvaine, of Beaver county.

☞ The attention of Contractors is called to the Clinton Line Road advertisement in our columns.

RAILROAD EARNINGS.

BUFFALO AND NEW YORK CITY RAILROAD.

The receipts of this road for August and September, 1853, were.

In September	$36,272:34
In August	30,105:64
Increase in September	$6,166:70

CINCINNATI, HAMILTON, AND DAYTON RAILWAY.

	Sept., 1952.	Sept., 1853.
Passengers	$16,943:71	$35,461:69
Freight	11,453:24	14,326:10
Mails, &c.	739:20	597:44
	$29,138:15	$50,385:23
		29,138:15
Increase		$21,247:08

The above increase includes about $10,000 extra travel to and from the State Fair.

For the year ending Sept. 30th, 1853.	$402,154:47
Ending Sept. 30th, 1852	241,426:41
Increase in 1853	$160,728:06

NEW YORK AND ERIE RAILWAY.

The receipts of this road for September, prove smaller than the estimate of the Directors. The following is the comparative statement:

September, 1853	$512,634:81
September, 1852	375,176:54
Increase	$137,458,27

This shows that the estimates of the dividend committee were much above the truth, and that the dividend has not been fairly earned.

HUDSON RIVER RAILWAY,

The receipts of this road for September, show a very handsome gain over the previous year:

September, 1853	$134,079:10
September, 1852	99,454:97
Increase, about 35 per cent.	$34,624:13

WESTERN AND ATLANTIC (GA.) RAILWAY.

The receipts of this road for August, show a gain over the previous year. The comparative statement for the three past years is as follows:

August, 1853	$39,714:08
August, 1852	26,083:53
August, 1851	22,244:71

The total increase for August this year, over last, amounts to $13,630:55; and over 1851, $17,469:37.

VERMONT CENTRAL RAILWAY.

The receipts of this road for the Month of July and August, compare with those of the same months in the previous year, as follows:

	1853.	1854.
July	$58,002:30	$68,560:86
August	63,426:55	75,918:11
Total	$121,428:85	144,478:97
Gain this year, about 20 per cent.		$23,050:12

RAILROADS IN MICHIGAN.

As it may not be uninteresting to our readers, we give below the synopsis of the contracts of the two lines proposed to be constructed across the State of Michigan from east to west the particulars of both of which have been fullly given in our previous issues, The synopsis are taken from the *Grand Rapids Enquirer*.

Synopsis of the Contract for Bulding the Oakland and Ottawa Railroad.

1. The contractors are to build a first class Road, with all depots, merchandise and passenger cars, station houses, water and wood houses, machine shops, fixtures, &c., in fact to furnish the road in every particular, including seventeen miles of turn outs, furnishing every thing for the sum of $1,500,000, or at the rate of $25,000 per mile.

2. The contractors are to furnish 16 first class locomotives, 20 first class passenger cars, half with saloons, 400 merchandise or freight cars,300 of them close and 10 hand cars all of the rolling stock to be equal to that of the Michigan Central Road, which is supposed to be the best on any road in the United States.

3. The road is to be laid with iron not weighing less than 110 tons to the mile, which is 70 pounds per yard.

4. The contractors are bound to finish the road and deliver it to the company within two years from the day of being notified that $800,000, of cash subscriptions have been obtained, payable not less than five per cent per month.

5. The contractors are to be paid the $800,000, and the balance $2,500,000 in six per cent, bonds, and the remainder in the stock of the company---the money, stocks and bonds to be paid to them prorata as the work progresses, on the estimate of the chief engineer.

6. The contractors to pay interest on all monies paid to them, semi annually, until the road is completed; also to refund to the company all the expenses of the engineer department, and to pay for all right of way to the amount now estimated by the engineer it will cost.

7. The engineer is to be appointed by and subject to the control of the company.

8. All plans, specifications, &c., to be made by the engineers and confirmed by the company.

9. The route or line to be designated by the company.

10. The contractors to give security in the sum of $250,000 for the performance of the contract. and if the company are not satisfied with the security to retain a per centage of the monies due them until it amounts to that sum.

11. The contractors are not to vote on any stock received by them under the contract. The company take no responsibility about negotiating the bonds or stock which is to be paid to the contractors. When they have secured $800,000 of cash subscription then their duties in that respect cease, and the contractors take the responsibility off the company.

Synopsis of the Contract for Building the Port Huron and Lake Michigan R. R.

1. The contractors are to build a first class road with all depots, merchandise and passenger houses, water and wood stations, fixtures, &c., in fact, to finish it in every respect for the sum of £1,600,000, sterling, or $8,000,000, which is at the rate of $40,000 per mile.

2. The contractors are to furnish 20 locomotives, half freight and half passenger—20 passenger cars, 10 second class, 200 freight cars, 25 hand cars, all to be of such a character as shall be approved by the chief engineer.

3. The road is to be laid with iron weighing not more than 63 pounds to the yard.

4. The contractors are bound to finish the road within two years from being notified that the full sum of $8,000,000 has been raised, and is ready in the treasury of the company.

5. The company is bound to produce $6,000,000 of local subscription, and procure an amendment of the charter, before the contractors are bound to proceed with the work.

6. The contractors are to be paid from ttme to time, on the estimates of the chief engineer, in cash, at and after the rate of the contract.

7. The contractors to pay interest on all money paid to them until the road is completed, and also to pay the officers of the company, &c.

8. The engineers are to be nominated by the contractors, subject to the approval of the company.

9. The route or line is to be fixed by the contractors, subject to the approval of the company, and in case of disagreement, to be submitted to arbitrators.

10. All plans, specifications, &c., to be fixed by the contractors, subject to the approval of the engineer; but in case of disagreement between the contractors, and engineer, then to be determined by arbitrators; but the contractors are to have the time extended three years and a half from the decision of the arbitrators.

11. The company to retain a per centage until it amounts to £38,500 sterling, or $192,500.

ST. CHARLE'S AIR LINE ROAD.

The *Democratic Press* says that the work upon this road is progressing with all desired dispatch. Something more than two miles of track have been laid down, and the work is now progressing at the rate of one fourth mile per day. Eight hundred tons of iron have been received, and more is on the way. Seventeen miles of the track are now ready for the iron and ties, of which there are over twenty thousand now on the company's dock and being sent rapidly forward. A locomotive will be put upon the track next week, when a construction train will be started. The bridge at St. Charles is in a good stage of progress, and is beginning to present a magnificent appearance. The massive stone abutments and piers are looming up with a rapidity that speaks well for the contractors, the Messrs. Collins & Co.

The Bridge at the O'Plain has been commenced. The contractors anticipate no difficulty in fulfilling their pledge to complete the road to St. Charles by the first of January next. E. C. Litchfield, Esq. of New York, is now upon the line of the road, and we understatnd it is his intention to put the western end of it under contract before his return.

We notice that three instalments of 5 per cent. each, and one of 2½ per cent. payable monthly, commencing with August and terminating in January have been called for by the company.

THE NORTHWESTERN RAILROAD.

We take the following from the Sandusky *Register:* it is an important link in the eastern and western connection of the northern section of our State, and will, doubtless, be completed at an early day.

"The citizens of Philadelphia are now considering the propriety of a subscription of three quarters of a million of dollars to the stock of this Road. This amount, in addition to an equal amount already subscribed by individuals and counties along the line of the road, will be sufficient to grade and bridge the work; and it has been determined not to let the contracts until the full sum has been secured. It is part of a great trunk line of railway connecting the Atlantic with the upper Mississippi, passing through Cleveland, Sandusky, and Chicago. The route west crosses the Maumee at Perrysburgh, connecting with the Northern Indiana railway at Swanton, sixty-eight miles from Sandusky; thence to Goshen, one hundred and two miles; thence to Chicago, one hundred and ten miles; the total distance between Chicago and Sandusky being two hundred and eighty miles.

The distance from Sandusky to Ohio City, by the Junction railway, is fifty-four miles; thence to Newcastle, by the Mahoning railroad, is eighty-five miles; thence to Blairsville, by the Northwestern railroad, eighty-seven miles; thence to Philadelphia, by the Pennsylvania railroad, three hundred miles. Total distance from Chicago to Philadelphia, eight hundred and six miles; total distance from Sandusky to Philadelphia, five hundred and twenty-six miles.

This route will be a continuous one, and it is proposed by the directors of the different roads east of Cleveland, to adopt, in common with the Pennsylvania railroad and the western roads, the four feet eight and a half inch gauge, thus completing a trunk line of railway from tide-water to the upper waters of the Mississippi, at Rock Island, on which a car may pass the entire length, "without being unlocked, or leaving the rail." The entire line, except the "northwestern link," (eighty-seven miles,) is in operation, or under contract; and, as is remarked by the engineer in his report, when the whole chain is completed, "will constitute the longest unbroken extent of iron highway in the world."

Blue Ridge Tunnel.—We find in the Richmond *Mail* an interesting statement in reference to the Blue Ridge Tunnel. The length of the tunnel will be 4,260 feet, of which 2,187 are completed, leaving 2,078 yet to be done. On the western side, the tunnel has penetrated the mountain 1,225 feet, and on the eastern side 962 feet. During the month of August, the progress of the work was 52 feet. At the same rate of progress, the work will be finished in about three yea[illegible]

THE WAY TO BUILD RAILROADS.

The New York *Tribune* under date of 21st. ult. makes some pertinent remarks upon this very important subject. After adverting to the the fact that capitalists are no longer ready to invest their means in railroad bonds, the article goes on to say how roads can still be built despite of Wall-street. It says:

To make roads there are needed food and clothing for the laborers who grade them, and for the people who make the iron with which they are laid. Food abounds throughout the country. Wheat has been, for years, past but little higher than in olden time, notwithstanding the great rise in prices of all other commodities, and a late letter from Texas informs us that the price of corn this season will not exceeed a "bit" per bushel. The reason why these things are cheap is that too many people raise them, and too few desire to purchase them. If we now stop the process of road making, laborers will have to become farmers and raise their own food, and this will reduce prices; but if we increase the power to make roads, the contrary effect will be produced, and the price of wheat and corn will rise, because there will be the less to send to our market. The more that can be profitably consumed at home, the higher will be our prices: and the balance sent here will yield the farmer more than the whole quantity would have done, if forced on the market. Road making tends, therefore, to raise prices here, and thus the farmer profits doubly by the process, and it may therefore safely be asserted that the food that is required by the laborers is all profit to the community of food producers. There should, consequently, be little difficulty in finding the supplies required by the road makers.

They require also clothing; and these two descriptions of commodities absorb nearly all their wages. Clothing requires wool, cotton, and food, all of which abound in the West and Southwest, and all that is needed is that persons should come there and eat food while converting the cotton and wool into cloth. The more wool and cotton used at home, the smaller will be the quantity forced upon our market, and the rise of price that would result from the increased domestic demand would far more than compensate for all that was so used, while the demand for food among the cloth-makers combined with that of the road-makers, would add largely to the prices and the profits of the farmer. It would seem, therefore, that so far as relates to the grading of roads there are no natural difficulties to be overcome.

We need, however, the iron. Well, iron consists only of coal, ore and limestone, and they abound throughout the West and Southwest, waiting but for the application of labor to convert them into railroad bars. The labor secures food and clothing for the laborer, and his demands for both will tend further and largely to diminish the quantity of produce forced upon our market, and still further to raise the prices of produce here, to the great advantage of the farmer and the planter, who would grow rich, independently of the greatly increased value of their land. Thus made, with domestic iron and cloth, the making of roads would be attended with no present sacrifice, and when made, the farmer would not find his farm mortgaged for the payment of hundreds of thousands of dollars of county bonds, given in exchange for food in the shape of cloth and iron.

The more roads we make with foreign cloth and iron the greater will be the tendency to force our whole population—except the mere laborers on the roads—to the raising of food wool and cotton, and the greater will be the competition for the sale of those commodities, and the greater will be the tendency to have them low in price. Until the present moment there has been no advance in wheat, notwithstanding the great advance in all the commodities consumed by the farmer. Cotton is now no higher than it was twenty years since, notwithstanding the greatly increased supply of gold. These things could not be, were it not that our policy tends to make our people almost all farmers and planters. Nearly thirty years since General Jackson told the agriculturists that if they would adopt a policy that would convert a few hundred thousand people into mechanics, instead of having them all farmers, they would grow rich because they would cease to be dependent on the chances of the British markets. And all experience since has proved that he was right.

Evansville and Indianapolis Straight Line Railroad.—From our Evansville exchanges we learn that Hon. Willard Carpenter has been making addresses along the line of this road, and soliciting subscriptions. The people are waking up to the necessities of railroads to enable them to keep up with the progress of the age.

The directors intend to put under contract this fall, that portion of the road between Evansville and the crossing of the Ohio and Mississippi Road in Davis county.

The Board have not yet offered their bonds in market, being desirous of having a large subscribed capital before trusting themselves in Wall-street.

We are pleased to note that subscriptions are coming in very liberally—and that the prospects of the road are very flattering.

Central Ohio Railroad.—The *New York Tribune* says:—"Mr. J. H. Sullivan, the President of the Ohio Central Railroad is in town and has purchased about 3,000 tons rails, sufficient to complete the track from Zanesville to east of Cambridge. The whole road will be completed, it is believed, to Wheeling by July of next year.

New Coal and Grain Car.—Mr. C. Tiers Myers, has called upon us with a model of his new car, for the transportation of coal, lime, grain, or other coarse bulk freight. We gave an extract from the Baltimore *Patriot* describing this car, on p. 119, No. 13, of the Record; and shall, in our next issue, give a cut of it, and a full explanation of its advantages.

Should any of our railroad officers desire to see the model, it can be found at the office of the Little Miami Railroad Company.

RAILROAD MEETING AT BELLEFONTAINE, O.

From the *Logan Gazette* we learn that the citizens of Bellefontaine met at that place to hear the report of the delegates to the convention, held at Eaton, on the 27th ult., relative to the New Albany and Sandusky Roads.

Hon. B. Stanton, on behalf of the delegates, reported the result of their deliberations in the Convention.

He stated that the convention adjourned without any definite action. He then laid before the meeting a project for building a line of road from Bellefontaine to Madison, on the the Ohio river; thence to Louisville, Ky. He discussed the project and its practicability very briefly, and then introduced to the meeting, Capt. D. White, of Madison, Indiana, President of the Madison and Lake Erie Railroad Co. Capt. White discussed briefly the importance of the projected road—gave estimates of the cost and distance—stated that Louisville and Madison were prepared to build the road to the line between Ohio and Indiana. He spoke of the vast commercial interests of Madison and Louisville—their immense exports of produce, &c., &c.

Capt. White was followed in his remarks by Messrs. Marshall and Brennon, of Madison, to the like effect. The meeting then passed the following resolution:

Resolved. That Hon. B. Stanton and R. H. Canby, be appointed a committee on the part of the subscribers to take stock in a Company to be authorized to construct a railroad from Bellefontaine to the Western line of the State of Ohio, in the direction of the falls of the Ohio, to organize a company in connexion with such persons as may make like subscription at Cleveland or any other point on the line, at such time and place as they may deem expedient.

Messrs. Canby and Stanton accepted their appointment, and left for Cleveland to regulate the organization of a company to construct a railroad from Bellefontaine to the Indiana line, there to meet the lines of road to Madison, Indiana, and Louisville, Kentucky, and thence onward as far as men dwell, or cotton grows. May success attend them.

RAILROAD FROM MAYSVILLE TO COVINGTON, *via* FALMOUTH.—A correspondent of the Cynthiana *News* urges the construction of a railroad from Falmouth to Maysville. The writer thinks such a road would dispense with the necessity of a road from Maysville to Newport—the distance by Falmouth being but a few miles more than "on a route run in the best practicable direction up the Ohio river," while there would be a saving in construction by connecting with the Covington and Lexington Railroad at Falmouth of over $800,000 in making the connection between Covington and Newport and Maysville.

INDIANA CENTRAL RAILROAD.

OPENED THROUGHOUT.

We had the pleasure of passing over this road from Richmond to Cambridge City, on Saturday last, being the *first through trip* over the road. It gives us much satisfaction to be able to speak in laudatory terms of the road in every respect. The track is laid in the most substantial manner, the cars are of the best, and the entire road is in the hands of gentlemen who can, and will make it one of the best in the West, both for the traveling public, and the stockholders.

The line of the road is truly central, as its name indicates, and must become a great thoroughfare for all time to come; opening a route, at this time, the most direct between the cities of Cincinnati, Columbus, Dayton, and others, to Indianapolis and Chicago.

Travelers for Chicago from Cincinnati will take the cars of the Hamilton and Eaton road to Richmond, thence over the Central road to Indianapolis; thence *via* the Lafayette road to Lafayette; thence to Michigan City, *via* the New Albany and Salem road; and thence *via* the Michigan Central road to Chicago; the entire distance by railroad, at an expense of only $9.00 for the trip, and passing through some of the most beautiful and productive portions of Ohio and Indiana.

We must also say a few words about the "*Eaton and Hamilton Road*," which is destined to be (as it already is) one of the best paying roads of the West. The exceedingly fertile valley through which it is located, will always continue to furnish it with business, long after it shall have ceased to be the direct route from Cincicnnati to Indianapolis and the west; and when the line shall be opened through on its own rails, direct to this city, it will pay even better than it now does.

The management of this road is worthy of all credit for the business-like manner in which it has been conducted. The road itself is in the best condition, and its officers are affable and gentlemanly.

No road at the West is a better exemplification of what our western *inland* roads can do. To railroad men at the East, unacquainted with the peculiarities of our Western country, it seems strange—paradoxical in fact,—that such roads should pay such dividends. But so it is, and this is only one of numbers of our roads that could be adduced in support of the fact.

GALENA AND CHICAGO UNION AIR LINE R. R.—We learn that a passenger and freight Train will, sometime during this week, run regularly from the "Junction" to Geneva, over this road, which is completed to the latter named place.

This road we understand is rapidly progressing to completion in its entire length and we shall shortly have the pleasure of laying before our readers some interesting facts relating thereto.—*Chicago Press.*

THE GIRARD RAILROAD.—The Columbus (Ga.) *Times* says concerning this road.

"We are pleased to see that the friends of this enterprise are sparing no exertions to secure its early completion, and that success attends their efforts. We learn that Mr. Blackmon, of Chunnenuggee, attended several railway meetings in Pike, at which the capital stock was increased about $75,000, and that many of the most influential citizens of the county, (among whom we recollect Mr. Solomon Siler,) have consented to act as local agents, and will probably increase the above amount to $150,000, which will secure the extension of the road from Union Springs to a point at, or near the line of Montgomery county, and about forty five miles from Greenville. We thus see that the gap of sixty eight miles, to be provided for, is being rapidly filled up."

☞ An election was held on Saturday for nine Directors for the Cincinnati Western Railway Co. which resulted in the almost unanimous election of the following named persons: Caleb B Smith, Wm. A. Goodman D. A. Powell, Samuel Martin, R. M. Corwine, James Sample, Isaac Bates, Abel D. Breed and Maynard French—the last two being new members in place of N. Wade and Fergus Anderson. After the result was declared, the new board met and unanimously elected Caleb B. Smith, President, and Charles H. Kellogg, Secretary.

THE BELLEVILLE AND ILLINOISTOWN RAILROAD—PROPOSED EXTENSION FROM ILLINOISTOWN TO ALTON.—We see by our exchanges that Judge Underwood has decided against the right claimed by this Company to construct their proposed extension to Alton, under their present charter. This decision will stop matters for the present, on this Branch.

BRANCH RAILROAD TO FLEMINGSBURG, Ky.—The last number of the Flemingsburg *Messenger* contains a communication proposing a public meeting to organize a company and make application for a charter for a Branch railroad from that place to intersect the Maysville and Lexington Road, at a point about four and a half miles distant from Flemingsburg. It is understood the Maysville and Lexington Railroad will make a liberal subscription of stock to such a branch.

RAILROAD IRON SUNK.—We learn that President Brooks, says the New Albany *Ledger*, received a despatch from Michigan City, announcing the giving way of a pier, on which were piled 2,300 bars of railroad iron, which were sunk in the Lake in 18 feet water. The iron will probably be recovered, but at a cost of several thousand dollars to the company.

Communication.

For the Railroad Record.

RAILROAD CAR BRAKES.

"It will slide the wheels, and that's all any brake can do."

MR. EDITOR,

I once inquired of a conductor how he liked the brake on the car in which we were riding; and he replied in the language at the head of this article. I use this quotation as suggestive of a deep rooted error in superficial minds and pretending inventors, in supposing that the climax of improvement is obtained in a brake, when the wheels are sent "scooting" upon their iron track, "chocked" by the application of too much power.

A superintendent once remarked to a gentleman, when descanting upon the great superiority of his brake over all others; the prominent feature of which, was its great power to slide the wheels;—"Sir, we have too much power already in the brakes now in use, we want something that will apply the power of the brakeman equally upon all the wheels at the same time, and yet allow them to turn."

Another superintendent says: "There are more wheels destroyed by sliding, in consequence of imperfect brakes, than by all other causes put together. Give us a brake that gags all the wheels with an equal force, and at the same time permits them to roll, and you have accomplished the end to be sought for in the invention of brakes."

I once asked a brakeman, "How do you like the brake upon this car?" "I don't like it," "Why?" "Because I don't. You can't slide the wheels with it, and that's necessary in case of danger, and you want to stop quick."

"My dear sir, do you not know that a wheel looses much of its retarding power, the moment you stop its whirling motion?" "No, d——n it; it stands to reason, that a wheel holds more when you slide it." Enough said, go your way this time, thought I. Now, let us look into the philosophy of this matter.

What are the facts in the premises?

In the *first* place, the tread of the wheel is designed to be perfectly round, and chilled to the utmost tension of the iron; consequently, very hard, possessing but little adhesion to any substance brought in contact with its surface.

Second. The *rail* upon which it rolls, is soon worn smooth by constant use, and very often glassy, wet and slippery.

Now, arrest a wheel in its lightning speed; hold it as in iron jaws; and all the friction you can possibly get between the wheel and rail may be covered with a cent.

When in *motion*, it has the friction surface of full 30 square inches—friction pads of wood, malleable iron or leather, instead of a smooth rail and flinty rim, possessing little or no adhesion. The superior retarding power of the former is not a question of controversy.

It is a self-evident truth, and needs no argument to elucidate the fact.

Yours,

EXPERIENCE.

Ohio, Oct. 1853.

LAKE ERIE, WABASH AND ST. LOUIS RAILROAD.—The Stockholders of the company held their annual election of Directors at Lafayette, on the 26th inst. The following gentlemen were elected:—Joseph B. Varnum, Edward Whitehouse, of New York: John F. A. Sanford, Joel Rathbone, of Albany; Azariah Boody, of Rochester; Isaac C. Colton, of Toledo; Allen Hamilton, of Fort Wayne; Hugh Hanna, of Wabash; George Cecil, of Logansport; James Spear, Albert S. White, John L. Reynolds, Joseph S. Hanna, of Lafayette.

The new Board was organized on the same day by the re-election of A. S. White, President; J. C. Colton, Vice President; Edward Whitehouse, Treasurer.

After the adoption of some necessary orders. Messrs. J. L. Reynolds and Joseph S. Hanna tendered their resignations as Directors, and their places were filled by the appointment of Elias B. Holmes, of Brockport, and Albert H. Tracy, of Buffalo.

It is proper to remark that Messrs. Holmes and Tracy not being present, a quorum was formed by the acceptance of Messrs. Hanna and Reynolds, of a place in the Directory, and by their voluntary resignation as aforesaid in favor of Messrs. Holmes and Tracy.

Warren Colburn, Esq., remains Chief Engineer of the company.—*Laf. Journal.*

JOLIET AND LAPORTE "CUT-OFF."—The road connecting Joliet with Laporte is to be built under the charter of the Oswego and Indiana Plank Road Company, and arrangements are understood to have been made for its early construction. The board of Directors consists of Col. W. Smith, N. D. Elwood, John Stryker, Geo. Woodruff, and H. D. Risely, of which Mr. Elwood is President.

The board at a recent meeting elected H. A. Gardener, Chief Engineer, and Geo. R. Macgregor, Resident Engineer. The former is at present Resident Engineer on the Alton and Chicago road: the latter has been employed on the Rock Island road ever since its commencement. They are both said to be well qualified for the positions for which they have been selected.

☞ An experiment was lately tried in England, to ascertain how quickly a railway train, under full headway, might be stopped. The train was allowed to attain a speed of fifty miles an hour, when three brakes were applied, the steam shut off, and the engine reversed.—It came to a dead stand, after running about five hundred yards. The experiment was tried to ascertain if a signal of danger could be seen in season to stop the train.

NEWARK, BELLEFONTAINE, AND CHICAGO RAILROAD.—On the 29th ult., a meeting of the citizens of the Counties of Licking, Franklin, Delaware, Union, and Logan, was held at White Sulphur Fountain, Delaware county, for the the purpose of organizing a Company, to construct a Railroad from Newark, Licking county, to the Indiana State Line, in the direction of Fort Wayne, via Marysville, Bellefontaine, and intermediate points, using the Bellefontaine and Delaware road, as far as it runs.

Resolutions to the above effect, also, appointing Corporators, were adopted, and the necessary Committees appointed. Subscription books were ordered to be opened.

The name at the head of this article, was adopted, and the meeting adjourned *sine die.*

GREATER SECURITY.—Under the above caption, the Editor of *Swan's Elevator* states that Wm. H. Clement, Esq., Superintendent of the Little Miami, and Columbus, and Xenia Railroads, has contracted with Messrs. Blynn & Baldwin jewelers, to furnish *twenty-four watches* for the use of the conductors on this road, at the cost of the company.

We learn from the same paper, that the Springfield and Columbus, and the Springfield, Delaware and Mt. Vernon Railroads, have also, through Mr. Clement, ordered six each for the use of the conductors on their respective roads. These watches are to be of superior workmanship, made by the same manufacturer, and the cases silver hunting.

The public may be assured that when any real improvements for securing the safety of travelers are found, Mr. Clement, will have them upon the Little Miami Road.

CHANGE OF TITLE.—The Lawrenceburgh and Upper Mississippi Railroad Company, at the recent session of the Directors at Greensburgh, determined on a change of the name of the company, under the general law of the State, for the purpose of distinctly designating the objects of the company.—From and after the first day of January next, the title of the company will be "*The Indianapolis and Cincinnati Railroad Company.*"

It was also ordered by the Board, that dividends should be declared on the stock of the company, after the first day of January next; from which date interest will cease to run on the stock.

We learn that regular trains now run between this city and Shelbyville, as advertised; and that from next Monday that company will run the regular Jeffersonville trains, express and accommodation, over that part of their road. In three weeks, the entire line, with its steamboat connection to Cincinnati, will be in operation.

The additional safety and speed secured by a straight line of forty-five miles on this road, from this city, with gentle grades, will give a high reputation to this road; and we are pleased to learn that the directors are arranging for its best possible management.—*Ind State Journal.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104¾	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "		1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Brancher		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97⅛	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem.	½ prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	¼ prem.	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	par.	¼ to ½ prem.
Do	90 days	Int. & 1½ off.	——
Do	60 days	int. & 1 off.	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, October 12, 1853.

6	Shares	Indiana Central Railroad 10 ℔ cent. Stock, nearly 2 years interest to purchaser	86 75
50	"	Cincinnati, Hamilton and Dayton R. R. Stock	107 00
50	"	Do. do. bid	106 50
15	"	Kentucky Trust Co. Bank Stock	par.
16	"	Do. do. do. bid.	99 87
72	"	Eaton and Hamilton Railroad Stock	passed.
30	"	Ohio and Mississippi Railroad Stock	passed.
100	"	Peru and Indianapolis R. R. Stock, bid	68 00
10	"	Covington and Lexington Turnpike Road Co	12 50
36	"	Indianapolis and Bellefontaine R. R. Stock	97 50
15	"	New Albany and Salem R. R. Stock, bid	65 00
30	"	Ohio and Mississippi R. R. Stock	passed.
25	"	Covington and Lexington Railroad Stock, bid	67 00
30	"	Mad River and Lake Erie Railroad Stock	passed.

ADMINISTRATOR'S SALE.

1	Bond, $1000—	United States, 6's, 1856	103 50
4	" 190—	" " 6's, 1856	102 50

MONETARY.

The Money Market at the East, we quote as emphatically tight, among Stock Speculators, though the supply for mercantile purposes is yet ample, inasmuch as country payments still come in well, and the Banks aid to the extent of their means.

The outside rates for money are as follows: on call, prime securities 7 ℔ cent: Prime paper 9@12; good paper 12@15 and 18 ℔ cent.

Foreign Exchange is firm at 108½ to 109½ for Produce bills, and 109¾@110 for best Bankers' names.

The shipments of specie, per the Africa, reached $796,768, in ingots. Arrivals of gold by the Crescent City, about $1,0000.00, and from Australia $40,000. The Eldorado with $1,300,000, and the Star of the West with $1,300,000, have arrived since the above quotations, which will relieve the Money-Market, somewhat.

The Stock Market is dull, and declining; the demand for investment is limited. Government Stocks range ¼ above government offers. Some $600.000 was redeemed during the week; total redeemed between August 30th and September 24th, was $927,000.

Baring Brothers & Co.'s London Circular states that there were no American Stocks pressing upon the Market. The unsettled state of the war question, disturbs the Money Market in England; interest has advanced to 5 per cent.

The last monthly returns of Railroad Earnings, in almost every instance, shows a large increase; denoting great prosperity in that class of investments.

The sudden death of James G. King, Esq., the head of the Banking firm of James G. King & Co., has caused much regret among his friends. He was a very influential, as well as a thorough going business man. The business will be continued by his sons, and son-in-law.

We notice that the "*Woodbury Bank*," of Connecticut, is about to be resuscitated. It is claimed that it is able to pay all demands against itself. This may be so, after having bought up the larger portion of its former issues at a discount of from 40 to 60 per cent. We would advise that none of the bills be taken, at any price.

The receipts at the Philadelphia Mint, for September, were $3,025,660, against $4,254,660, last year. In silver, there was $326,500, for coinage.

The coinage, for September, was as follows, viz:

Gold	$4,271,590
Silver	1,250,000
Copper	100
Total	$5,521,690
Balance in the Sub-Treasury of New York, on September 20	$9,639,107

The exports of specie for the nine months, ending with September, ultimo, and in 1852, are as follows:

1852	$20,653,000
1853	14,983,000
Decrease, 1853	$5,670,000

At the West, Money has been exceedingly scarce throughout the week; with but slight prospect of any abatement in the stringency. The Banks are able to do but little for their customers. The street rates are pressing at 1½ @2 ℔ cent. per month, on short paper. This stringency has its origin in the scarcity at the East, as well as the fact that speculation in Breadstuffs has drained the market.

Exchange, though scarce, is difficult of sale, as there is no money to purchase with. The Bank rates are ½@¾ prem., though sales have been made in the street at from ¼ @ ¾ premium.

The Stock Market is quiet; to attempt to make sales now, would compel a submission to a serious decline, even in the better class of stocks.

The Little Miami Company have withdrawn their Bonds, offered publicly, and placed them for private sale, in the hands of Messrs. Winslow, Lanier & Co., New York. A large portion of them have already been disposed of on Foreign account.

The Cincinnati, Hamilton and Dayton Railroad Company, are in the market for a loan of $500,000 to build a second track. This will be a good investment, even in these decline times, and will pay good interest, well secured.

ADDITIONAL SUBSCRIPTIONS TO THE OAKLAND AND OTTAWA ROAD.—Some of our enterprising citizens have resolved that the deficiency in the amount necessary for Detroit to the Oakland and Ottawa railroad shall promptly be made up. Capt. E. Ward has subscribed the most liberal sum of $25,000, Genl. Cass has added $10,000 to his former subscription, making it $20,000, E. P. Baldwin and B. Wight and Sons have doubled theirs, making them $10,000 each, the Messrs, Buhl have added 50 per cent to theirs, making it $7,500, others of our public spirited capitalists. They have taken hold of the matter in the right spirit, and have put their hands deep in their purses, and they deserve the public confidence for their generous and liberal aid.—*Detroit Tribune.*

Miscellaneous.

MAIL BALLS AGAIN.

In one of our recent issues, we gave the "communication" referred to in the following item, which we clip from the St. Louis *Intelligencer*.

The prefatory remarks of the Editor of that Journal preclude the necessity of any on our part, further than to say, that with our limited knowledge of mechanics, we can see no difficulties in the way of complete success of the *Mail Ball System*.

The *Intelligencer* says :

Truly refreshing is it, even in this age of progress, to meet with men who *will* look things dauntlessly in the face with the eye of cool scientific calculation, and, in defiance of the scoffs of doubters, propose to back their independent judgment by a substantial venture. We have already given our readers a letter from a scientific gentleman of Chicago, who is willing to back his faith in the "Mail Ball" project with two thousand dollars, to be applied to its development. It gives us no less pleasure to publish the following equally practical letter, bearing a responsible signature. It is upon such men as these, that every great enterprise in its incipiency depends; and we may add, without such, none can ever be accomplished.

The subject is rapidly attracting the attention it deserves; and whether the proposed plan of transportation be really feasible or not, we now indulge a hope that the interest felt in it, will be found at least sufficient ere long to secure a satisfactory *experiment*.

[For the St. Louis Intelligencer.]

F. A. Lewis, Esq. Being a constant reader of your interesting paper, my attention has of late been drawn to the subject of "Mail Balls," which, at first, I was disposed to treat as one of the current vagaries, of which the present age is certainly very prolific; but, from your very earnest and laudatory remarks, and the scientific "communication" which recently appeared in your paper, I have been induced to give the subject all the reflection which my humble attainments would afford; and as you appear to be a dauntless independent pioneer on this, as on other subjects of rational enquiry, I wish you to indulge me with a few remarks on this novel and interesting subject.

Steam navigation and railroad transportation are rapidly advancing toward all the perfection of which they are susceptible. The magnectic telegraph possesses the principle of instantaneous celerity, but is unadapted to the conveyance of ponderous substances. The former possess the quality of general carriers, but they lack that combination of speed, permanence and safety, which the anxiety and impatience of the public desire. The "ball principle" is a beautiful scientific conception, and must ultimately prove to be an indispensable middle link in the science of conveyance, between the telegraph and steam navigation and railroad transportation. Having endeavored to refresh my mind requisite to a proper appreciation of the subject, I have no doubt of the practicability of the scheme, as demonstrated by your able Chicago correspondent. It strikes me as one of the most plain and self-evident propositions, that a perfectly smooth ball, with a correspondent tube, propelled by air compressed to its utmost tension, would move with greater speed and less friction than any other possible construction of vehicle.

The reduction in the cost of postage, and the multiplication of business, would be in the ratio of speed and certainty. When mercantile and social interchange can be effected in one to two hours, from the extreme points of our widely extended territory, who can estimate the amount of revenue which would accrue from a system such as the ball invention is unquestionably destined to become. The present tardy, precarious, disappointing character of the mail department, is altogether in rear of the general progress and ambition of the age. You say your Chicago correspondent's concluding proposition is worth at least two thousand speculative essays on the subject, and we should exceedingly like seeing it responded to from some quarter in the same spirit. As a "true lover of progress," the subscriber pledges himself to go with the most sanguine, proportionate to his own resources, when the occasion arrives to test his sincerity on the subject.

Yours, G. D. Critzer,
of the firm of Critzer, Wallenham & Co.
Meredosia, Sept. 20, 1853.

A NOVEL LOCOMOTIVE.

The Boston *Traveler* gives an account of a new locomotive, the Texas, just built in that city, in which the power, instead of being applied directly to the wheels by connecting rods, is applied to the top of an upright beam, placed just in front of the fire-box on each side of the boiler.

"From the top of this beam which moves about 15 degrees on a heavy pivot, runs a rod to the back driver and from the bottom runs a rod to the front driver. The boiler sets quite low, while the tank hangs below the wheels. The link is also of the most novel construction, and is said to be a most important improvement, the link working within the block, instead of the block within the link. The locomotive weighs about thirteen tons with the tender, which is connected with it, the boiler and tank being placed on the same frame. It has but four wheels, and those are hollow drivers, and are placed one pair in front of the boiler, and one pair under the tank. The cylinders are 12½ inches in diameter, and are outside connections. The power, instead of being applied directly to the drivers by connection rods, as is usual, is applied to the top of an upright beam.

The advantages derived by the novel construction of the locomotive, are, the ease with which great power can be applied and the great gain made in bringing the whole weight of the engine and tender to aid in drawing a heavy load. It is said that a thirteen ton engine, built on the new model, can do the same work as a twenty ton engine built so that the power is applied to the drivers at the fire-box.

The locomotive just completed is for a road in Texas. There are also in process of construction four others after the same model, intended for a road in Pennsylvania.

On Saturday, with a view of testing the capabilities of the engine, the "Texas" was attached to a heavy freight train, consisting of fourteen long cars. It drew them with the greatest ease from South Brainree to Boston, making the time allotted to the train to a second. This train, which is one of the heaviest on the road, is usually drawn by a twenty-five ton locomotive. The result of the experiment is deemed conclusive that the locomotive will prove in every respect successful, and that a twelve ton engine can, when built after the new plan, do the work of a twenty ton engine of the old model. Those interested in the matter, can see it at South Boston.

Two-Story Railway Cars.—Some one of the English railway managers proposes to change the present form of passenger cars on the English railways and adopt a sort of two-story car. The new car is to be formed of two tiers of seats instead of one, the body being placed low so as to give the necessary head room for the passengers in each, tier; access to be given to the upper tiers by side doors, staircases, and steps, and to the lower or ground tier by doors placed at the ends, the body having a projection platform protected by railings at each end, to enable passengers to enter the end door, with a passage or thoroughfare (as in America) from end to end of each on the lower floor. They will find it far better to adopt our long eight wheel cars at once.—*American Railway Times.*

ACKNOWLEDGMENTS.

Hunt's Merchant's Magazine and Commercial Review.—The October Number of this valuable journal is at hand. We find it filled with most valuable matter to the commercial interest, as usual. It is one of the most valuable and widely circulated journals of the day, and is fully deserving of its wide spread celebrity.

This Number contains, among others, an article on the "*Exports of Agricultural productions from Ohio in* 1852, taken from the *Record*, with the following complimentary acknowledgment:

"We are indebted for these statements to the *Railroad Record*, published in Cincinnati; one of the ablest and most valuable publications of its class in the United States."

Coming from this source, we take this as complimentary indeed.

The Parlor Magazine.—Conducted by Jethro Jackson, and published in Cincinnati. Price 20 cents per single number; or $2:00 per year, in advance.

The October Number of this interesting family journal is at hand. It contains, in addition to two fine steel-plate illustrations, a number of well-written, entertaining articles. It is a Cincinnati Monthly, evincing much ability in its conductor, and will be likely to prove a strong competitor to the Eastern Monthlies.

☞ The attention of Railroad Officers is called to the advertisement of Messrs. Moore and Richardson, (late Harkness, Moore & Co.) Locomotive Manufacturers.

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, November 21st, for the Graduation, Masonry, and Superstructure of the CLINTON LINE EXTENSION RAILROAD, from Hudson, Summit County, Ohio, to its intersection with the Mad River Railroad, a distance of about 95 miles.

The route occupies a perfectly healthy country, thickly inhabited, and accessible at all points, while the work is of a character sufficiently heavy to invite the attention of Contractors.

The line will be ready for examination ten days previous to the letting, at which time Specifications, Maps, and Profiles, will be exhibited, and all necessary information given at the Engineer's Office, in Hudson.

H N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, Nov. 21st, for the Graduation, Masonry, and Superstructure of about twenty-six miles of the CLINTON LINE RAILROAD, from Farmington to the Pennsylvania State Line, at the office of the Company, in Hudson.

Specifications, Maps, and Profiles, will be ready for examination ten days before the letting, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws, Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach, Japan and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Hacking, American Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport. Mass.
ALFERD BRIDGES,
Late Davenport, Bridges & Co., Fitchburgh, Mass.
†-o6

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

y7tf **RICHARD NORRIS & SON.**

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

WANTED!

1,200 Men and 60 Masons,

UPON THE

COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

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INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.
au18-3*

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the convenience of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't
Piqua, Sept. 13, 1853. s29-tf.

CARDS.

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broad ıy
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BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,
No. 19 West Third Street,
CINCINNATI, O.

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BANKERS & EXCHANGE BROKERS.
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CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

NOTICE TO CONTRACTORS.

Sealed proposals will be received at the Engineers office in Delphos Ohio, until noon of the first day of November next, for the grading masonry and bridging of that portion of the Cincinnati Dayton and Toledo Railroad lying between Minster and Defiance; a distance of about sixty miles. Plans, profiles, and specifications may be seen on and after the 25 th day of October next.

D.H.MORRISON. Engineer.
Delphos. Sept, 26 1853. s29-tt

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

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TOPPAN, CARPENTER, CASILEAR & Co.,

Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

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Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

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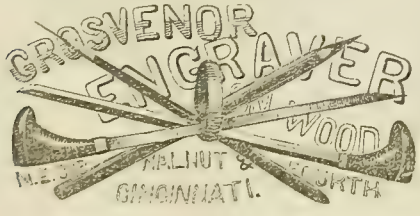
DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

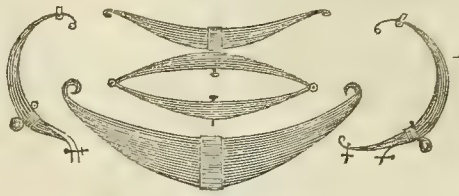
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RAILROAD BONDS, & CERTIFICATES

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LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
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†May 19.

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E. MENDENHALL,

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Has constantly on hand Guide Books of all kinds. Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

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ENGINEERING!!

The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer.

May 5-tf 64 Broadway, N. Y

Locomotive Tires and Car Axles.

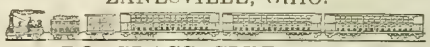
THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

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ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,

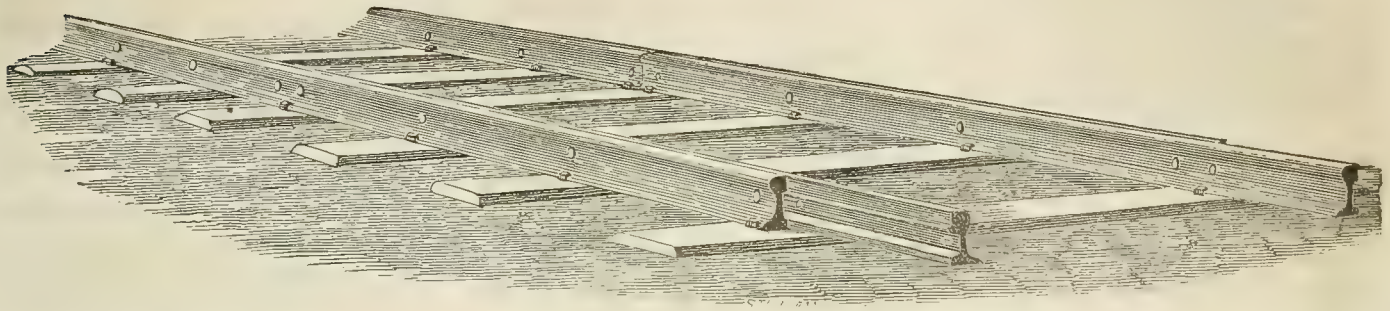
sep15tf 64 Courtlandt Street, New York.

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.

Pittsburgh, Pa., August 15, 1853.—au18-3*

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

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J. F. WINSLOW, Troy, New York.
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ap7tf

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manufactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts., Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

"GARDNER'S ROCK DRILL."

DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
je30† Trinity Building, New York.

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JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

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Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

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Will make liberal CASH ADVANCES on consignments to their address. †mr24

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STOP COCKS, Bibb, Flange, Valve, Gauge, and Cylinder Cocks; Oil Cups, Oil Cocks, Oil Globes, Couplings, Salt Well, and Hose Joints; Steam Whistles, Distillery Work, General Brassers, Anti-Friction Metal, Spelter Solder, and Copper Rivets.

Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

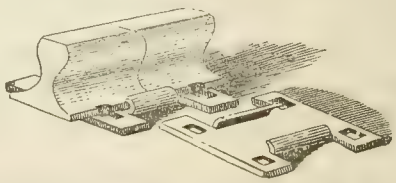
Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



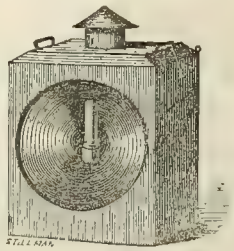
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

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I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

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†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

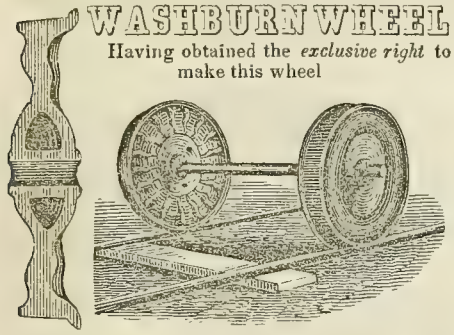
ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street, Cincinnati.

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GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed to GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

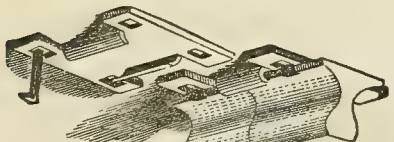
TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
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RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern**, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

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BARS, Rods, Band Iron, &c., for sale by
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Railroad Car Findings.

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64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
6*mr17

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AND

PRINTER'S WAREHOUSE.

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The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 34. CINCINNATI, THURSDAY, OCTOBER 20, 1853. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,
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E. D. MANSFIELD, Editor.
For Terms and list of Agents, see last column last page.

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☞ The citizens of Canton, Fulton county, have resolved by a vote of 198 to 33, to subscribe the sum of $50,000 to the stock of the Wabash and Mississippi Railroad.

☞ The fare from Indianapolis to Cincinnati, *via* Madison and Indianapolis Railroad and steamers, was reduced to *three dollars* on and after Monday last.

COMMERCE OF CINCINNATI—ITS EXTENT AND INCREASE.

The commerce of Cincinnati is increasing with extraordinary rapidity; and under the influence of the three thousand miles of railway, which in the course of another year will concentrate here, must continue to increase as rapidly for years to come. In this paper, we announced the *commencement* of a railway traffic in coal. In a few months, iron will be transported by rail from the Ohio Furnaces. Lumber from the north-west will be so carried also. In the meanwhile, the *radii* of commerce has been widely extended, and the extension of the radii is equivalent to an equal extension of our manufactures. Manufactures grow in proportion to the extent of the market, and every mile of railway enlarges the market.

It is our purpose to examine the precise influence of our railways on the increase of commerce; and to do so, must commence with the aggregate increase.

The Annual "Review" of Trade, prepared for the Chamber of Commerce, by the editor of the *Price Current*, contains tables of exports and imports for several years past. From that we take amounts of leading articles, by way of comparison. We may state, in advance, that all tables of exports and imports *fall short* of the true amount—as it is only by *omission* that errors occur in that kind of statistics.

The *commercial year* is here supposed to commence on the 1st of September, an epoch very judiciously chosen—as it is the point when business is more nearly closed, or wound up, than at any other. The increase in *values*, for the past year, is thus summed up:

Value of Imports for the year ending Sept. 1, 1852,	$41,256,199
Value of Imports for the year ending Sept. 1, 1853,	$51,230,644
Actual increase,	$9,974,445
Increase per cent.	24 per cent.
Value of Exports for the year ending Sept. 1, 1852,	$33,234,896
Value of Exports for the year ending Sept. 1, 1853,	$36,266,108
Increase	$3,031,212
Increase per cent.	10 per cent.

The principal articles of domestic produce exported, and their value, are as follows, viz:

Pork, Lard, and products of the Hog,	$8,277,431
Flour,	1,174,357
Whisky,	1,957,881
Tobacco,	1,350,229
Wool,	462,656
Beef,	315,480
Cheese	362 505
Feathers,	329,240
Candles,	978,593
Tallow,	109,641
Butter,	792,046
Iron,	976,002

The products of *animals* alone, exported from Cincinnati, exceed *eleven millions* of dollars. Below we give the export of the principal articles, at the interval of *four years*, with the rate of increase:

	1848-'9.	1852-'53.	Increase.
Beef, bbls.	26,421	52,955	100 per cent.
Butter, kegs.	30,778	58,291	90 "
Corn, sacks	7,176	59,132	700 "
Cheese, boxes.	56,144	143,546	166 "
Candles, "	39,640	139,799	250 "
Coffee, sacks.	18,909	67,122	250 "
Flour, bbls.	267,420	312,841	18 "
Feathers, lbs.	3,824	9,510	150 "
Lard, kegs.	318,000	311,656	
Lard Oil, bbls.	9,350	31,590	233 "
Molasses, bbls.	17,750	65,056	300 "
Pork, bbls.	276,148	320,463	20 "
Soap, boxes.	11,303	37,036	220 "
Sugar, hhds.	8,443	31,615	300 "
Tobacco, boxes.	40,500	100,867	150 "
Whisky, bbls.	136,941	257,616	90 "

The increase in merchandize and iron has been quite as great, but is not so accurately ascertained. In four years, the increase in many articles has been 200 per cent., and in others from 20 to 100 per ct.; taken in the aggregate, Cincinnati commerce has increased, in these four years, more than 100 per cent., or at the rate of 25 per cent. per annum. In such a state of facts, and with the great facilities soon to be afforded, by railways reaching to every quarter of the great Central West, we hesitate not to say, that in 1860, the commerce of Cincinnati will be double what it now is.

We call the attention of the reader to the increased *distribution* of merchandize, on which Cincinnati is paid the profits of a *commission*, and the costs of *handling*, viz: Coffee, Sugar, Molasses, and Merchandize. Upon the whole amount of these, the increase of four years, has risen to the enormous amount of full *three hundred per cent.*, or 75 per cent. per annum! The increase in the distribution of merchandize is greater, than in any one class of articles. It is in these articles that the extension of the *radii* of commerce, by railways, is most powerfully felt. *Centrally* placed, as Cincinnati is, it has the advantage

of this extension in every direction—and will have it hereafter to an almost incalculable extent. We cannot readily estimate to what limits a commerce may extend, which spreads from the center to the circumference of a vast and fertile country, intersected in every way, by railways and rivers, and which must be traversed, by the whole nation, in its movements from one quarter to another, which can support the densest population on earth; and which, as population pours in with a continually increasing stream, increases its surplus products—the fabrics of its industry—the movement of its people, and the multiplicity of its arts.

DR. LOCKE'S HAND LEVEL.

This Level, invented by Dr. Locke, and patented to him by the United States, in 1850, is a pocket instrument not larger than one's finger, (see fig. 1, full size.) It was intended for all of those cases in which a cheap simple instrument, giving results approximately accurate, are desirable, as in the reconnoissance for a railroad by the engineer; leveling for a mill-seat, or for a mill-race and dam, by the millwright; hights of hills, and thickness of strata by the geologist; leveling foundations by the builder; grading streets and roads by the commissioner; leveling ditches, and other engineering work by the farmer and planter.

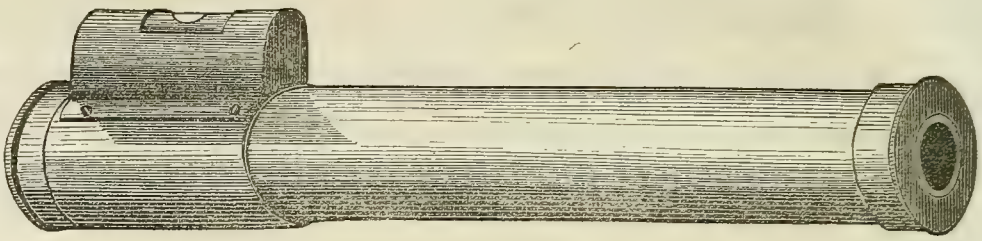
In its use it does not necessarily need either a stand or a target rod. It is held up to the eye like a pistol, and looked through like a small telescope. In the field of view, when looked through, is seen on the left hand side, a spirit level with its bubble, which, being reflected, *appears* in a vertical position, as in fig. 7, B, crossed by a cross-wire C. Contiguous to it, on the right hand half, through an unobstructed part of the tube, is seen an object leveled at, as a house in fig. 7. The bubble is seen to glide apparently upward when the fore-end of the instrument is raised a little, and downward when it is lowered; but it can be so held that the bubble will be in the middle position, and bisected by the cross-wire, as in fig. 7. This is the position sought, and whatever object then appears opposite the end of the cross-wire *is on a level with the eyes* of the observer, as the line between the upper and lower windows in the house, fig. 7. The instrument is furnished at each end with strong glass plates, held on by brass screw caps, but these glasses produce no optical effect, and merely answer the purpose of protection.

In the mechanism of the instrument, as it is held up to the eye, the left hand half of it contains first, and next to the eye, the half of a convex lens, forming a semicircle by being cut along the diameter, adjustable to focus by sliding in and out by means of a hook just inside of the cap; second, beyond the lens and just under the cross-wire C, and bubble B, a diagonal reflector R, which reflects the bubble and cross-hair to the eye. (See figs. 3 and 4.)

The above description is illustrated by the following figures:

B

Figure 1.



A perspective view of the instrument of full size.

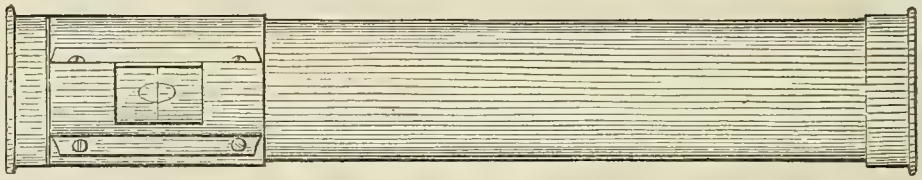


Fig. 2 A top view of the same.

Fig. 3. A top view, the left hand end being a horizontal section through the semi-lens.

Figure 3.

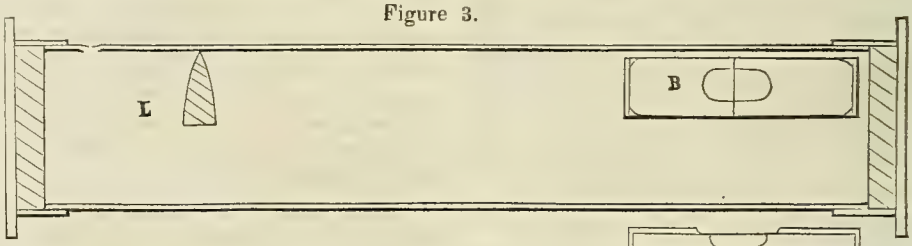


Figure 4

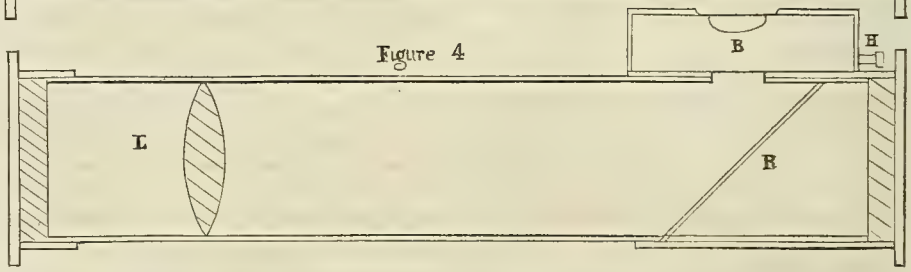
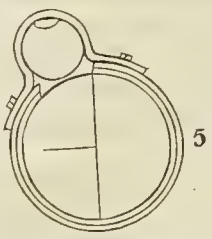
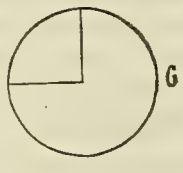
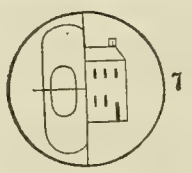


Fig. 4. A vertical longitudinal section, in which L is the cut surface of the semi-lens; R, the diagonal reflector placed at the angle of 45 degrees; B, the spirit-level and bubble; H, is a screw engaging a sliding frame, bearing the cross-wire. By turning the screw and moving the cross-wire, the adjustment of the instrument to true level is made. This adjustment is to be made but once, and should be done by the maker. It must not be understood that this screw is to be moved at every observation.







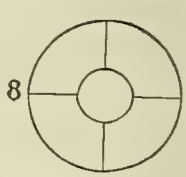


Fig. 5 is a transverse section through the spirit-level, showing the construction, the semi-lens, and the cross-wire, as seen in the field.

Fig. 6 and 8 show merely modifications of the partial lens; 6 being three-fourths of a lens, and 8 a perforated one.

Fig. 7 shows the ordinary view of the field, with the bubble bisected by the cross-wire, and the latter pointing to the middle of a house as being on a level with the eye of the observer. The reader may inquire what is meant by the semi-lens? and why a lens is cut in two and one semi-circular half put in the instrument? The perpendicular line in figure 7 represents the limit of the semi-lens which extends from that line to the left, and through it as a single lens microscope, are seen the cross-wire and the spirit-level bubble. The other half is cut away and left out, to give an open view of the house or other objects leveled at.

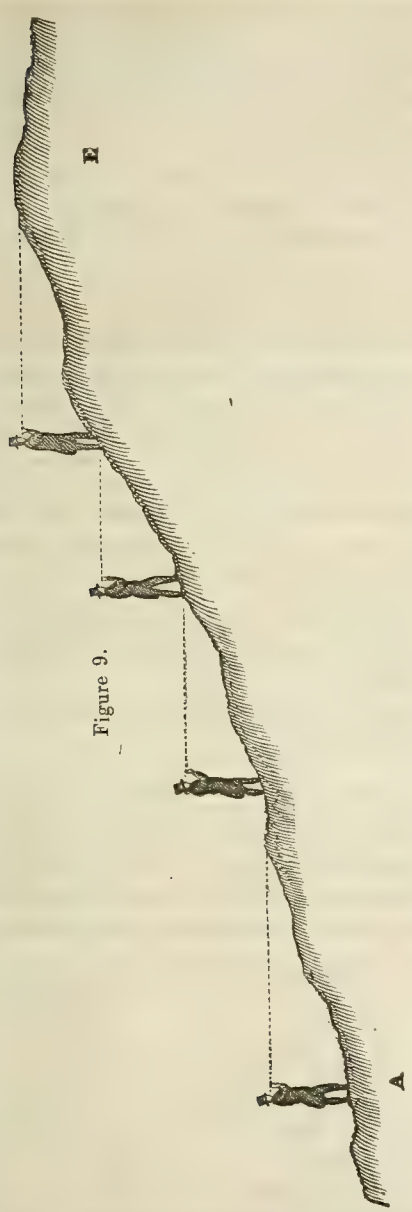


Figure 9.

Fig. 9 shows the method of determining the hight of a hill without a target rod, by using the observer's own hight, from his heels to his eyes, instead of the same.

Thus, my own hight to the eyes being 5 feet 5 inches, the hight of the hill in the figure would be had by multiplying the hight of the observer by the number of the observations, as 5 ft. 5 in. $\times$ 4 = 21 ft. 8 inches. These observations are made by using the instrument, and noting the point on the ground, a stone, leaf, stick, or other object sighted at,—or, more accurately by having a stake or other mark set to each point leveled at, and then advancing to stand on that point to make the next observation. On descending a hill, it will be necessary to leave at each point which the observer may have occupied, a mark or stake to be hit by trial from the next station below. Of course these back observations are negative in the reduction of a mixed series, the same as in other leveling, and must be subtracted from the positive or forward observations, to obtain the true hight of the final station above the first.

Fig. 10.



Fig. 10 is intended to exhibit the optical principle of the hand level, by showing how the partial lens L, acting as a collimator upon the rays which come from the near point C, refracts them from their wide divergence from the point C toward the eye at E, and renders them parallel and coincident with the rays which come from the distant point T, as shown by the dotted lines from the lens, L, just inside of the continuous lines from T, and running from L to the pupil of the eye, thus bringing the image of the cross-wire C, in optical contact with the image of the distant object, T, not only angularly, but as regards optical distance. If the lens L were not interposed, then the rays from C would diverge as represented by the dottod lines running from C toward the eyelids, when the cross-wire C would be either invisible or would be an indistinct blur by reason of its nearness, especially while the attention was directed to the distant object, T. This will be made evident by stretching a sewing thread near to the eye—say from the eyebrow to the cheek — over the eye and looking at some distant object, the thread will either be invisible, or will be seen as a broad transparent blur. But interpose a convex lens between the thread and the eye, of such power that the rays which come through it from the thread will emerge parallel or nearly so, then the thread and the distant object can be seen at the same moment with equal distinctness, the one being seen *through* the lens, and the other by the side of it. This is precisely what is done in the hand level, as seen in figure 7, where the cross-wire and bubble are seen *through* the lens, and the distant object, the house, *by the side of it*, it being cut away for the purpose.

The instrument should be adjusted by the maker; but still the observer should know both how to adjust and how to test the adjustments.

TO ADJUST THE SEMI-LENS TO THE POINT OF NO PARALLAX.

If both the objects seen at a distance, and the cross-hair appear clearly and well defined, it is probable the instrument is nearly adjusted. But the following is the test: Hold the level immovably, as by pressing it against a tree, a post, or the corner of a house, and looking through it see what distant object the cross-wire seems to rest upon, (no matter about the bubble;) then raise and lower the eye as far as the opening will allow, the level being still held immovably. If the cross-wire does not appear to move on the distant object, the lens is in adjustment, if it does move, then open the eye end of the level by unscrewing the brass cap, and shove in the lens or draw it out, by a hook which will be found at one side just within the cap. Do this, and repeat the test above, until the cross-wire becomes apparently immovable, then screw on the cap again, for it need not be screwed on at every trial.

TO ADJUST THE CROSS-WIRE TO TRUE LEVEL.

Select a suitable place on ground nearly level, or at least with two stations nearly level with each other. Place the level at one station called A, and level to the other, marking precisely both the station of the level at A, and the point indicated to be level at the other. Then go to the other station, which call B, and with the axis at the mark there made, level back toward the first mark, A. If the point A is hit from B, then the cross-hair is in adjustment. But if this reverse ranging from B hits above or below A, mark the place, and call it C; then, measuring half way from A to the mark C, above or below A, and you will have a mark D, on a level with B. Turn the little screw marked H, on figure 4, repeatedly, until with the level at B you will hit D with the cross-wire, the bubble being at the same time bisected by the cross-wire. So will the instrument be adjusted for use.

If the person using the instrument have faulty vision, so he needs glasses to see distant objects, the adjustment of the lens should be made by a person with perfect vision, or the adjustments should be made by the observer with his glasses on; for he can not, as with a telescope, compensate by the instrument itself.

This instrument was first made under my direction at Detroit, Michigan, in 1847, while I was engaged as Assistant to Dr. Jackson in the United States survey of the mineral lands of Lake Superior, and was briefly described by me in a report which was published by the government in the same year. In 1841, I had invented a level which had an inclinable reflector over the bubble, and the sight was made by ranging over the top of the tube, like a gun sight. A description of this was published in the Transactions of the Association of American geologists, for 1843. The instrument which I now present is an improvement upon that, by reflecting the bubble from the inside, and applying the collimating lens to view the cross-wire and the bubble in optical contact with the distant object.

I did not, nor do I now, claim to have invented the reflecting of the bubble in leveling operations. This was done by Simms on the outside of his level. Engineers, on looking at this instrument, who see the reflection of the bubble as a prominent part of its performance, take that as the characteristic feature. That I do not claim the mere reflection of the bubble, will be seen by the specification of my patent which runs thus:

"What I claim and wish to secure by Letters Patent, is the mode substantially as herein described, of forming a leveling instrument by combining the spirit-level with the collimator having a partial lens, viz: By a partial reflector so placed as to reflect both the cross-wire and the spirit-level bubble in such manner that the image of the latter may be seen bisected by the former, when the instrument is horizontal, the image of the cross-wire being at the same time seen in optical contact with the distant point which marks the level with the observer's eye."

It will be observed, that this instrument is not a telescope, having no object glass, and that it is more like a single lens microscope, with the bubble and cross-wire for its object, than like any known instrument, there being at the side of the semi-lens an open part of the field through which an open unmagnified view is obtained-

Cincinnati, October 7, 1853.

To J. Foster, Esq.,
Optician and Mathematical Intrument Maker, Cincinnati.

Dear Sir:—Please inform me of some of the parties who have procured from you my pocket hand level, patented to me in 1850, and the opinion they have expressed of its utility.

Very respectfully,
JOHN LOCKE.

Cincinnati, October 7, 1853.

To Dr. John Locke.

Dear Sir:—In reply to your note, permit me to inform you that your levels have been procured by the following parties:

1st—Col. J. C. Trautwine, Civil Engineer of Piladelphia, for the Panama Railroad survey.

2d—Dr. D. D. Owen, U. S. Geologist.

3d—G. E. Sellers, Consulting Mechanical Engineer, for Niles' Locomotive Works.

4th—B. F. Shumard, M. D., for the Geological survey of Missouri.

5th—Thomas Daniels, Chief Engineer, for the Springfield, Mt. Vernon, and Pittsburgh Railroad Company.

Mr. Young has also supplied these levels to one of the parties of exploration, for locating the Pacific Railway.

These parties have expressed their approbation and entire satisfaction with the instrument, and some of them have said, when they found it difficult to procure one, that they would not go into the field without it, for they deemed it indispensible in a preliminary survey.

JAS. FOSTER, Jr.

Messrs. James Foster, Jr., of Cincinnati, and Wm. Young, of Philadelphia, have been temporarily authorized to manufacture these Levels. No other person can make them, without infringing on the rights of the patentee, John Locke.

Railroads.

THE COLUMBUS, PIQUA AND INDIANA RAILROAD.

The annexed statements of the condition of the Columbus, Piqua and Indiana Railroad has been prepared by the President. It will doubtless be highly satisfactory to the stockholders of that Company.

The Columbus, Piqua and Indiana Railroad is rapidly approaching its termination and final completion. The eastern division, extending from Columbus to Urbana, a distance of over forty-six miles, is now finished, and was formally opened for business on the 17th ult. Four regular trains pass over it daily, connecting at Columbus with the trains of the Columbus, Cleveland and Cincinnati, and of the Central Ohio roads; and at Urbana with those of the Mad River and Lake Erie road, forming a connection with Cincinnati, via Dayton, and also with Sandusky, by this new route.

The business on this division, being a fraction less than one half of the entire line, for the first six days amounted to $1,200, and will doubtless be very greatly increased as soon as the connections are well understood by the traveling public. The work on the remaining fifty-six miles of the line extending from Urbana to Union City, is progressing well—the masonry and bridges are all finished, and with the present force, the grade will be ready for the iron in less than ninety days. The rails for this part of the line are now being delivered, and it is confidently believed, will be ready before the close of navigation, so as to be laid down during the fall and early part of the coming year. This road, when finished, will constitute a link of 102 miles in length, of one of the trunk lines of railroads, extending from the Atlantic cities to the Great West, and will form the only direct connection between Columbus and Indianapolis, a distance of 185 miles, by a uniform gauge. The recent attempt made by the Indianapolis and Bellefontaine company to set aside an existing contract between them and the Columbus, Piqua and Indiana company, providing for a through line between the Capitals of the two States, of a uniform gauge, having been overruled by a late decision of Judge McLean, of the U. S. District Court, it is believed that the question of gauge is fully settled. It is also proper for me to state, for the information of the friends of this road, that during the last year three companies have been organized and consolidated, under the law of Indiana, to construct a railroad from Union City, the western terminus of the Columbus, Piqua and Indiana Railroad, to Laporte, Ia., via Marion and Peru. With this line, at Marion, the Logansport and Marion road is, by a contract now entered into, to be connected; and with all these lines the Columbus, Piqua and Indiana Company have a contract for a perpetual running connection, with other privileges of very great importance to her interests. By the Logansport line, a connection is formed with the Peoria and Burlington line, which terminates at Logansport.

Fifty miles of this new line, from Union to Marion, is now under contract, with ample basis to secure its completion, and on thirty sections of the line a good force is now at work. At Columbus, the eastern terminus of this road, in addition to the advantages already obtained by connecting with the Cleveland and Wheeling lines, the Steubenville and Indiana road, which brings us in connection with Pittsburgh, is to be extended immediately, from Newark to Columbus; this, and the Hocking Valley road, must add largely to the business of this road.

The important position occupied by the Columbus, Piqua and Indiana Railroad must make it a paying road as soon as it is completed.

M. G. Mitchell, President.

October 8, 1853.

Illinois Central Railroad—Award of Damages.—The Commissioners, Geo. Steel, Jason Gurley, and Flavel Mosely, appointed to assess the damages caused to property on the Lake Shore, north of Randolph street, by the Illinois Central Railroad track, have made their awards as follows:

To Chas. Walker,	$47,275 00
Isaac Cook,	4,040 00
Hydraulic Co	3,838 90
Jas. H. Woodworth,	9,281 10
Luther Rossitter,	7,680 00
J. Y. Scammon and wife,	6,480 00
J. D. Webster and wife,	6,480 00
J. D. Webster,	6,485 00
Total,	$89,765 00

We are informed that an appeal will be taken from this award, to the Supreme Court of Illinois.

Cincinnati and Locust Grove Railroad.—A meeting of the friends of this road was held at Winchester, on the 6th ultimo. Mr. Gore, the Engineer, made a detailed report of his survey of the line of the road. A committe to prepare an abstract of the report, for publication, was appointed—also one to confer with the Directory of the Pittsbugh and Maysville road, in reference to this route, as to a connection with Cincinnati. The meeting was addressed by Judge Fishback.

The report of the Engineer makes the distance, from Locust Grove to Cincinnati, 71 miles, and the whole cost of grading and masonry $1,161,153, or $16,854 per mile.

There are two tunnels contemplated in this estimate—one of 2000 feet, above Stone Lick, and one of 1200 feet through the hills, near Cincinnati.

MAYSVILLE AND BIG SANDY RAILROAD.—The Maysville *Eagle* says:

"Amid the difficulties which for two or three months have attended the negotiation of Railroad securities, we are happy to learn from the President of this Company that he has received advices from New York of a negotiation for funds on the securities held by the Company, (County and City Bonds) and that remittances have already been made to him.

The grading on the road, under the faithful execution of the contractors, has progressed very finely. There has been no thought at any time, of suspending the work, as was feared in some quarters. The resources of the Company are sufficient to press it onward, and these resources are being made available every day. The Board of Directors embrace our most able, enterprizing, and energetic citizens, whom no ordinary difficulties can daunt or embarass. The capital stock of the Company in the last twelve months, has increased from $200,000 to $700,000, which will be still largely increased.

The Company have contracted for 5,500 tons of heavy American-made rails, enough to lay the track from Maysville to Springville, opposite Portsmouth, the delivery of which will commence in April next. They have also purchased eight locomotives, to be delivered next summer and fall. If there is any enterprize in the country that has progressed with greater rapidity and energy than this, we should like to know what it is."

EAST TENNESSEE AND GEORGIA RAILROAD COMPANY.—We learn from the Knoxville *Register*, that at a meeting of the Directors of this Company, on the 28th ult., Thos. H. Callaway, Esq., resigned the office of President of the Board, and was succeeded by Maj. Campbell Wallace, of Knoxville, by an unanimous vote.

MAYSVILLE AND LEXINGTON RAILROAD.—The first train of cars was run upon this road, on the 6th ultimo, as far as Dobyn's Woods, on the occasion of the Basket meeting. Many trips were made during the day, and every train was filled with passengers. Speeches were made, and the whole affair passed off very pleasantly.

The citizens of Maysville feel quite elevated with the idea of having a real railroad connecting their pleasant city, with the rest of the world.

☞ The New Albany and Salem Railroad has commenced running regular trains from Michigan city, 130 miles south to Crawfordsville, through Lafayette; and the Company expected to run to Bainbridge ten miles further by the 10th inst. On the south end of the road, regular trains are now running 91 miles, and it is expected in a few days they will run to Bloomington, 96 miles from New Albany. This leaves 51 miles still to be laid with iron, which will be done, it is said, within the year, as the grading and bridging are in a good state of forwardness, with the iron on hand.

NEW ORLEANS, JACKSON AND GREAT-NORTHERN RAILROAD.—Paragraphs relative to the want of success of the agents of this Company, who visited England to negotiate its bonds, are going the rounds of the press. In justice to the Company, and to prevent misapprehension as to the condition of the road, we insert the following letter from Mr. Jas. Robb, President of the Company, to the *Memphis Eagle and Enquirer*, which explains the whole matter briefly and clearly:

NEW YORK, Sept. 9, 1853.

You will have already been informed of the result of our mission to London, which has not succeeded in consequence of the discussion of the Russian question and the altered state of the money market owing to this cause, and the deficiency in the grain crops.

While we have not been able to obtain means to complete the road the entire distance proposed, we shall be able to prosecute the work on the division between New Orleans and Canton, Miss. I have assurances that when the road is finished to the State Line, and graded from there to Canton, that means will be forthcoming to finish the road to Aberdeen, Miss., provided a favorable change takes place in the London money market.

If you have occasion to refer to Mr. Slidell's and my mission to London, you need not hesitate in assuring the public that there will be no interruption in the prosecution of the work now under contract.

RATES OF SPEED ON RAILROADS.—The editor of the Cincinnati *Price Current* has been indulging in a little traveling recreation, and makes the following comparison of the *time* made over the several roads upon which he traveled, viz:

Cincinnati, Hamilton, and Dayton Railroad	miles	per hour	43
Dayton to Sandusky	"	"	28
Ogdensburg to Rouse's Point	"	"	36
Rouse's Point to Burlington	"	"	23
Burlington to Rutland	"	"	27
Rutland to Troy	"	"	26
New York to Philadelphia	"	"	17
Philadelphia to Baltimore	"	"	19½
Baltimore to Wheeling	"	"	21
Zanesville to Columbus	"	"	30
Columbus to Cincinnati	"	"	35

EEL RIVER AND WABASH VALLEY RAILROAD.—We learn from the Covington (Ind.) *Friend*, that a meeting of the Directors of the Eel River and Wabash Valley Railroad, held at Dayton, Ind., on the 12th ult., a consolidation of the three Companies by which the line was orginally controlled, was agreed upon. The Board of Directors ordered the Contractors, to whom the whole line has been let, to commence work, on the portion from Covington to the east line of Fountain county, which has been finally located and prepared for the work.

VICKSBURG, SHREVEPORT AND TEXAS RAILROAD.—We learn that the property-holders of Shreveport voted on the 17th inst.—72 to 14—in favor of the Board of Trustees subscribing $30,000 towards the construction of this Railroad, the amount to be raised by taxation of the property-holders.

RIVER RAILROAD MEETING.

An adjourned meeting was held at Ripley, Ohio, on the 27th ult., in furtherance of the construction of a railroad from Cincinnati to Aberdeen.

The reports of committees, appointed at a former meeting, were read and received, and further committees to secure the service of an Engineer, to correspond with connecting railroads, and to collect funds to defray the expense of surveys, &c., were appointed, and the meeting adjourned to meet again at Higginsport, on the 4th instant.

We have, as yet, seen no proceedings of this latter meeting, and cannot give the particulars, as to route, &c., of this proposed road.

NORTHERN CROSS RAILROAD ILLS.—We notice that the President of the Northern Cross Railroad Co., has called for four instalments—$5 each—of the stock subscription, to be paid on the 17th days of December, January, February and March.

This road is to run from Quincy on the Mississippi river, to Galesburg, in Knox Co, where it connects with the Central Military Tract road. We learn that it is to be completed by the first day of September, *without fail*, when the cars will run through almost direct from Chicago to Quincy, via the Aurora, Central Military Tract and Northern Cross roads. The three roads are built by separate companies, but they all constitute one great trunk line, and have an identity of interests. When completed, they will pour into our city the produce and trade of one of the richest and most densely populated portions of Illinois;—the "Military Tract" is noted as the "Garden of the West."— *Chicago Ex.*

ROCK ISLAND RAILROAD BRIDGE ACROSS THE MISSISSIPPI.—The contract for building the bridge across the Mississippi at Rock Island, has been let. It is to be completed by the first of December, 1854. The slough on the east side of the Island is to be crossed by three spans of 150 ft each, and the main channel of the river by five spans of 250 ft each and a draw for the passage of vessels. The total length of the main bridge will be 1,580 feet.

☞ James C. Hall. who was shot some days ago in Cincinnati by Dr. F. W. Ames, has died of his wounds. At the time of Ames being admitted to bail, Mr. Hall was supposed to be in a fair way to recover.—*Chicago Tribune.*

We are happy to be able to inform our friends of the *Tribune* that Mr. Hall, so far from being dead as above reported, is now nearly recovered fromhis wounds and will ere long be as well as ever.

Communications.

For the Railroad Record.

E. D. Mansfield, Esq.

My dear Sir:—I have read the letter of Simeon Nash, Esq., in your last number, and can endorse what he says in relation to the mineral resources of the Gallipolis Railroad, from Big Raccoon creek to Little Raccoon. But, as little seems to be known, by the public, as to the range of the minerals of Jackson, Vinton, and Athens counties, you will allow me to state a few facts, ascertained from personal examination. In one of my tours, I was accompanied by Mr. U. P. James, who has given much attention to Geology, and will endorse my statements.

Your readers are aware that the coal of Ohio lies in veins, of various thickness, in the strata of the rocks, and conforms to their position under all circumstances. If the rocks lie horizontal, the coal is in the same condition; and if they are found to *dip* in any direction, the coal conforms to that dip or inclination. It is easy, therefore, for the Geologist to trace the coal beds over etxensive areas.

Our coal lies in a form called a *basin*, which has its center at its northern end, about twelve miles south-east of Wheeling, Virginia. This basin is not exactly circular, but is in the form of a *trough*, having its southern end, perhaps, in Kentucky. From all sides of this basin, the rocks *dip* towards its center.

The strata of the rocks and coal, in the counties named, dip eastward, toward the center of the basin, at the rate of about thirty feet to the mile. Hence, while the main coal vein, referred to by Mr. Nash, is near the level of Big Raccoon, three miles east of the Buckeye Furnace, it is eighty feet above the bed of Little Raccoon at the Furnace; and, in passing north-westward, is found occupying the hill-tops, near Charleston.

There are three coal veins on the western side of the coal region, which will be accessible to both the Gallipolis and Marietta railroads. These veins are not confined to limited localities, but extend for many miles along the western margin of the basin. As they are of different degrees of thickness, in different localities, one road may have an advantage over the other in the quantity of coal accessible to it, and in the ease with which the mining can be prosecuted. As far as can be determined at present, this advantage is in favor of the Marietta Road,

The upper one of these veins, referred to by Mr. Nash, measures three feet ten inches at the Buckeye Furnace, including four or five inches of slate. It has full three feet and a half in thicknes of good coal. On Big Raccoon, three miles eastward, it measures four feet eight inches, with a thin seam or two of slate. This Furnace is ten miles east of Jackson. On passing northward into Vinton Co., this vein, which is easily traceable by its associate, the *Raccoon buhr-stone*, measures from four to five feet in thickness, at several points where it is worked. But none of the mines can be considered as fairly opened, and the full thickness of the vein cannot now be ascertained. In passing from M'Arthur, the county-seat of Vinton, to Nelsonville, on the Hocking river, the coal continues to increase in thickness; and, at the latter place, has attained a depth of full six feet.

This Nelsonville locality, is the finest display of coal, at present accessible to the markets in the State. To the north-east of Nelsonville, this vein continues to increase to a thickness of eight, ten, and twelve feet, I am informed; but the upper portion of the seam, I am assured, by good judges, is of inferior quality. About six feet of good coal, they say, is all that can be expected from this vein. In passing onward, towards the north, it almost entirely thins out before reaching the line of the National road.

This main vein of coal is traceable all the way from the Buckeye Furnace to Nelsonville, and is found to increase in thickness in that direction. The Marietta road first enters the coal basin, about four miles west of Charleston, where the lower coal vein occupies the highest peaks of the hills. The upper vein, which we have been describing, first appears in the hill-tops, near Charleston; but in such limited areas, or so distant from the road, as to give it less value than at other points. The first desirable coal lands, where it is near enough to the road, and in sufficient quantities, are about seven miles northeast of Charleston, on the middle fork of Raccoon. But the most favorable district on the line of the road, is a few miles farther eastward, on Big Raccoon. This is about half way between Buckeye Furnace and Nelsonville. Owing to some peculiarities in the location of the road, the coal is accessible to it, in this locality, for a distance of five or six miles. The upper vein has not been opened in this locality, so as to ascertain its true thickness; but at several points it shows itself, beneath the ledge of sandstone which serves as its roofing, in such a form as to give assurances of ample thickness for mining. At one point, beneath the sand rock, it showed a solid breast of pure coal, four feet seven inches in thickness, and three feet four inches at another point, where the coal was not so well protected.

This vein seems to be very *persistent*, that is, it maintains its thickness, like the great Pittsburgh vein, over a large area of country.

The *Cannel Coal* vein, referred to by Mr. Nash, is mostly about sixty feet lower than the vein above described. It has been worked, near the Buckeye Furnace, and one run of iron smelted with it; but its thickness here, we were informed by Mr. Isaminger, is only about twenty-two inches. We could not learn that it attains any greater thickness, than about two feet, in Jackson county. At Charleston, it measures about thirty inches, and on Big Raccoon, in the district last above-named, it has reached a thickness of five feet four inches, including eight or nine inches of slate; but the vein is not fully opened, and it may be thicker than this surface measurement indicates. At Nelsonville, this vein is much thinner than on the Marietta Road, on Big Raccoon; so that it attains its greatest thickness on this road, and at this point.

This vein has some peculiarities that must be noticed. In some districts it is all a compact *cannel coal;* at others, one-half cannel, and the other, *bituminous;* while in others, it runs into *splint coal.* On Big Raccoon, where it attains its greatest thickness, the cannel and bituminous are inter-laminated—the latter predominating.

Both of these veins of coal are very favorably situated for mining, on the Marietta road, on Big Raccoon—the lower one being at the foot of the hills, near the track, and the upper one, fifty or sixty feet higher. As the dip is eastward, at the rate of about thirty feet to the mile, they sink below the bed of this creek, and disappear in this locality.

The third vein, in this series, is the lowest of all, and is known as the Jackson county coal, on accouut of its superior adaptation for the forge and foundry. It is, where we measured it at M'Arthur, 150 feet below the cannel coal. It is not so *persistent* as the upper vein. Near the town of Jackson, it is only about thirty inches thick; but three or four miles north-west, on the lands of Prof. Mather, it swells out to a thickness of near four feet, we were informed. But the exact thickness we did not ascertain, except at one point, where it is worked, and measures forty-three inches.

This vein first appears on the Marietta road, west of Charleston, on Salt creek, but too thin for mining. Farther north-east, eight or ten miles, it is found having a thickness of over four feet; but the mine was so filled up, we could not measure it for ourselves. It does not appear at the surface, on the waters of the Raccoon, anywhere on the Marietta road. On Big Raccoon, however, near where the cannel coal attains its greatest thickness, the lower vein has been penetrated, in boring a salt well, at a depth of about sixty feet below the surface, and seems to have a thickness fully equal to either of the other veins. Should this prove to be the case, it will give the Marietta road three veins of workable coal, including all the vari-

eties needed for the forge, foundry, or parlor.

Please accept this hasty statement, in the place of a more minute one, which I had contemplated preparing for your columns.

DAVID CHRISTY.

TERRE HAUTE AND RICHMOND RAILROAD.

It affords us much satisfaction to be able to present the following commendation of the Terre Haute and Richmond Railroad, from the pen of a valued correspondent. So many of our roads are now managed with a view to make as much money, with as little expenditure, as possible—that when we find a road that pursues a different course, it becomes our duty and pleasure to make it known to the public.

For the Railroad Record.

MR. EDITOR:

I take pleasure in recording the good management of this Road, under the supervision of S. Huestis, Esq., General Superintendent; assisted by Mr. Anthony, car builder and car inspector, and charge of repairs.

It is not the good fortune of roads in general to secure the services of men combining the practical talent of these gentlemen; men, whose actions are based upon ample experience, and original thought—who comprehend the folly of cheap labor, and cheap expenditures—who are urgent in their demands for the *best* materials for construction and repairs—the *best* forms of application—the *best* talent, and at remunerating prices; constant in their calling, careful, vigilant. And I am pleased to record, that the Company is yielding to these imperative, yet reasonable demands.

For Engineers, men schooled in the profession; brakemen, always at the wheel.

Conductors, bred to their calling; men, who feel their responsibilty in charge of human life and limb; active, on the alert for the safety and comfort of the traveler; and, finally, every man in charge is a pilot, taking nothing for granted when in motion. Is the train required to be at rest—it is done with precision. No sliding wheels, nor running past stations, and backing up, to the great annoyance of the passengers.

In starting, no jerking—in running, discretion, judgment.

With these men, *brakes* are an essential item in the successful management of roads; and they are looked after by the inspector in person, and adjusted by his own hand; in charge of experienced brakemen, they can be relied upon at any moment.

Minute inspection, and minor repairs of the mechanism of the retarding power of a train, is considered by these men *as* essential to success, as that of a motive power.

How often, in these collision times, are we reminded of the paramount importance of the former.

Wheels, condemned as unfit for use in passenger trains, crumble beneath the sledge hammer. No penny-wise economy is tolerated by placing them under the freight. But, enough; the reader comprehends the leading features of management upon this Road—and let me add, those who are content to be mere copyists, and would be acquainted with the best approved methods of construction, in the way of framing and bracing a car, or truck, setting its jaws, arranging its oil boxes and friction metals, to prevent heated journals, balancing the car-body for ease of carriage, hanging and adjusting its brakes, to be equally effectual upon a curve or straight track, and no sliding of wheels, and at the same time combining all the parts of the machinery, in a manner to secure feasibility and efficiency, should consult the experience of Lewis Armstrong, of Terre Haute.

The Madison Road, is no longer *the type* of railroading in Indiana.

I congratulate the Terre Haute and Richmond Railroad Company on their good fortune in securing the services of these gentlemen, grown gay in experience; under *their* skillful management, this Road *must* prosper when others dwindle. Yours,

TO MERIT.

Indianapolis, Oct., 1853.

AURORA RAILROAD, ILLS.—Thirty miles of the track of the Aurora Extension Railroad were completed yesterday (17th inst.) leaving but ten to finish, to the Junction, where it will connect with the Illinois Central, fifteen miles North of Lasalle, The contractors are now putting down iron at the rate of a mile each day, and expect to have the track finished, and trains running through by the 15th proximo. An express train will be put on immediately after. We understand that, though the bed is not ballasted or leveled, the track is smoother than any other laid with T rail, entering Chicago.—*Ex.*

MICHIGAN CENTRAL AND MICHIGAN SOUTHERN RAILROADS.—The Toledo *Blade* says, in regard to the crossing of the Michigan Southern and Michigan Central Railways, where the great calamity happened, that the Courts of Illinois have declared an absolute suspension of the running of the Michigan Central cars, unless by the 16th inst., the law is complied with by that Company, respecting the settling of the manner of crossing by arbitrators. The Commissioners chosen are, W. H. Swift, of Mass., and Mr. Brodhead, of Milwaukie.

CLEVELAND AND TOLEDO RAILROAD COMPANY.—We perceive that the office of the President, Superintendent, and Treasurer of this Company, has been removed to Cleveland.

TENNESSEE AND ALABAMA RAILROAD.

The Memphis *Eagle and Enquirer* says.

"We have received from the President of this road, Mr. John S. Claybrooke the proceedings of the first annual meeting of the Board of Directors. The reports of the officers give a favorable statement of the financial condition of the road, and a flattering account of the progress of the work now under contract. The grade of the road, between Nashville and Springhill, in Maury county, has been completed, with the exception of bridging and masonry, and is now ready for the ties and cross-ties. This part of the work will be completed immediately the iron and cars having been ordered by the President. As soon as it is finished it will be entitled to $8,000 per mile from the State to pay for the iron and machiuery.

The plan on which the road is being constructed is of the most substantial and durable character, equal to the first class northern roads, and fitted to do the immense business that must inevitably be attracted to it upon its completion and connection with the different roads north and south.

The terminus of this road is located in South Nashville, where it connects with the Nashville and Chattanooga railroad. Its southern terminus forms a connection with the New-Orleans Great western road; and in its progress, the Tennessee and Alabama road connects with the Memphis and Charleston road.

We congratulate our old friends in Wiliamson county on the brilliant prospects before them.

THE PANAMA RAILROAD.—The whole length of this road, from Aspinwall on the Atlantic side to Panama on the Pacific side, is 49 miles. It crosses an elevation of 276 feet above high tide at Aspinwall, which will be graded down to 250 feet. The general direction and course of the road from Aspinwall to Panama, is from north-west to south-east, a direction hardly anticipated by those not acquainted with the topographical peculiaritics of that region. The gauge of the road is five feet, and the sharpest curve one of fifteen degrees. The iron is brought from Wales, and is what is called the heavy W. rail, but some T. rail will be used. It strikes the Chagres river, about 7½ miles from Aspinwall, and follows the general course of the river to three miles above Gorgona, where it leaves the river and continues in a south-east direction to the hight of land between the two oceans, in the direction towards Panama. It crosses the Chagres river at Barbacoas, the present terminus of the road, where a substantial bridge 624 feet long, with three piers, is now erecting, the timber and woodwork of which is constructed at Darien, Ga. There will be no grade on the road over 50 feet to the mile, except for one mile, where it is 70 feet.—*Cin. Gazette.*

☞ A new system of commutation fares went into operation on the Little Miami Road on Saturday. A yearly ticket to Plainville costs $41; to Milford, $45, to Miamiville, $50; to Loveland, $55, &c. A yearly ticket to Springfield, the whole length of the road, costs $95.—*Cin. Price Current.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6	....		
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅜	105¼
Do do	2d "		....	93¾	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....		
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley			....		
Southwestern, Tennessee			....		
Sangamon and Morgan, or Great Western			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "		....	90	95
Vicksburg, Brandon and Jackson			....		

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield, Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem.	½ prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	¼ prem.	½ prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	par	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, October 19, 1853.

20	Shares	Cincinnati, Hamilton and Dayton R. R. Stock, delivered in 20 days	103 00
13	"	Do. do. do.	103 00
50	"	Do. do. do. bid	102 50
30	"	Ohio and Mississippi Railroad Stock.	passed.
6	"	Indiana Central Railroad 10 ℔ cent. Stock	do.
36	"	Indiana Central Railroad Stock	do.
211	"	Cincinnati and Hillsboro' Railroad Stock	do.
32	"	Little Miami R. R. stock, bid	113 00
15	"	Kentucky Trust Co. Bank Stock	100 00
221	"	Eaton and Hamilton Railroad Stock	passed.
50	"	Cleveland, Columbus, and Cincinnati R. R. Stock	passed.
50	"	Cleveland and Pittsburgh R. R. stock	passed.
50	"	Terre Haute and Richmond Railroad Stock	passed.
75	"	New Albany and Salem R. R. Stock.	passed.
48	"	Covington and Lexington Railroad Stock, bid	62 00
40	"	Mad River and Lake Erie Railroad Stock	passed.
14	"	Cincinnati Western Railroad Stock	passed.

MONETARY.

The past week has been one of panic at the East, in the Money Market; and yet no good reason can be assigned for the pressure. But a very short time since money was plenty, and is plenty yet—it cannot be otherwise; the country is enjoying the highest state of prosperity; the precious metals are coming into the country faster, and in larger amounts, than are being exported—Whence comes this stringency?—why is money so scarce? There are several reasons for it, the principal of which is the uncertainty of money affairs, arising from the rise of interest in England, consequent upon probability of war, and the shortness of the supply of breadstuffs in Europe.

The Sub-Treasury of the United States has also some $30,000,000 of specie, shut up idly in its vaults, which also has no slight effect upon the market. Western Railroad projects have been in the market for means, and in many instances, have submitted to heavy shaves to get the money, bartering their bonds for iron, and even for other merchandize, and disposing of the same at a sacrifice. The European market is now closed against such operations, and borrowers have fallen back upon the home market, where the same want of success has met them. These, with many other similar reasons, have led capitalists to view the market as unsafe for investments; they consequently hold their means under their own immediate control, awaiting further developments before they invest. The opinion of the Press, generally, is that this panic is uncalled for, and that it cannot be of long duration, inasmuch as our currency presents no signs of inflation beyond the means of redemption, our financial system is sound and healthy—then why should there be a crisis?

Money at the East is to be had only on the best securities; street rates are 10@12 ℔ cent., the latter the most common—second rate finds few purchasers at 15@18 ℔ cent.

Foreign Exchange is selling from 108½@109 for Produce bills, and 109⅞@110 for best Bankers' names.

Stocks are not forced upon the market, as even the best must be sold at a sacrifice, if sold at all. There is an evident improvement in the better classes of Railroad Stocks, but the transactions are very limited.

At the West, the stringency has increased during the past week, to such an extent that it is with the utmost difficulty that even number one paper can be negotiated. Out of door rates for first class paper, range from 1¼@2 ℔ cent. per month.

The Stock Market is comparatively quiet. The sales of Messrs. Hewson & Holmes, as reported in our columns, will indicate very nearly the feeling.

The completed roads are doing an almost unequaled business, and the stocks of such are mostly in the hands of those who are able to hold them.

To-day, the Stockholders of the Marietta and Hillsboro' roads meet for the purpose of acting upon the decision of the Directors as to a consolidation of the two lines.

Exchange on the East is stationary, at our former quotations.

U. S. MAIL CAR BURNED,

On the C. C. & C. Railroad,

By a dispatch from Columbus to Mr. F Clark, agent of the American Express Company, information was received in this City on Tuesday morniug last of the burning of the baggage car, containing, also, the U. S. Mail department, and the Express goods, of the Monday night train on the Columbus and Cleveland Road.

This would seem to be one of the most unpardonable over-sights on the part of the U. S. Government that could be imagined. Who can tell the amount of valuable documents, aside and apart from the money, that may have been in the burnt mails? How many bonds, deeds, or other papers that cannot be replaced, or if they can, at what expense of money and trouble, and even law suits, were in those bags?

How the fire originated we have not yet learned. But let its origin have been where it may, it was the bounden duty of the government agent in making the contract with the Railroad Company to have stipulated for *a safe car*; safe alike from violence and fire, and such cars should be supplied on every road. We sincerely (though vainly, we fear) hope that this will be a lesson to government and Railroad Companies.

☞ It is rumored that Mr. Minot has sent in his resignation as Superintendent of the New York and Erie Railroad, to take effect the 10th of October. On the 11th, there was to be a meeting of the Directors.

Miscellaneous.

SUBLIMITY OF FACTS.

The editor of the Chicago *Journal* takes the following beautiful bird's eye view of matters and things along the railroad.

Did you ever creep gingerly up to the deck of a railroad car, when the train was moving say twenty-five or thirty miles an hour? And did you look away beyond the train, where two iron bars—that noblest couple in the great epic of the time—were wedded lovingly together without hammer, or furnace, or fire, but just beneath the wonderful, invisible fingers of distance, till they lay there, a huge V upon the bosom of the prairie? And how marvellously, as the train moved on those stubborn bars swayed round to a parallel as lightly and noiselessly as a brace of sunbeams, flung from a mirror swinging in the wanton wind, sweep round in the blue air? And did you mind—not a spike wrenched from its good hold; not a tie *un*tied; not a timber splintered. There must be a charm in those figures indeed!

There now, a brood of little hay-cocks, escaped from their native meadow, have clustered down in the track, right before the engine. Heedless little things! But age will bring wisdom, and one of these days they'll be discreet hay-stacks, and not go a gossiping upon railroad tracks. *Will* be! Why, they are *getting* to be stacks already. How they expand and "get up in the world" as we near them and they hear the train; for see, they are wheeling, in a sort of Knickerbocker waltz to the right and left, over the fence and back of the barn, and beyond the orchard; and there they are dignified and imperturbable as hay-stacks ought to be.

And those little bushes—a capital B, if they *are* bushes—exactly in the way, whispering, and all of a flutter, dodging up here and nestling down there, like truants in the "entry," during school hours. On thunders the train, and up jump the bushes.

Bushes indeed! Trees, forest trees of a century; "columns in God's first temple." The trees are on the track; on the track, eh? By the holy rood, they are rods away, just where they were before railways were dreamed of.

And the worker of all this *diablerie*. You can see the fluttering of her blue robe just there in the horizon. She has gone on to conjure again, It is Distance.

"Stop the train! Let us off! Conductor, captain, somebody, anybody! There's a *village* on the track; born, christened and grown since last night, There's a meeting house and a grave yard, and a block of stores in the way! On we plunge—dispelled at first whistle! The church moves gravely away as churches *should*. The grave-yard, with its sleeping tenantry, is whisked out of sight like a trundle bed: a martin-box of a cottage scuds round the corner of the meeting-house; the row of brick stores, very much flushed, steps six paces to the rear; the cars jar on, and Distance and Motion are in the secret.

Look behind you, and they are adjusting the machinery for the next train. Back goes the village, that had been frightened away by the whistle, and the stacks and the trees grow "beautifully less;" and so it is every day and all day, and every where, when Distance and Motion are partners. There's something on the track again! It's a fly—it's a frog—it's a child—it's a *man*—six feet high—a P. M.—an M. C. On we go. We have passed him. We have left him. Five feet high—four feet high—a child—a bug—a *nothing!* What pranks distance can play with man and his dignities as the cars drive rattling on! Your D. D. is dwindled down; your P. M. is past minding; your M. C. is a microscopic curiosity.

Glo r-r-ee to Piston Rods!--Judge Griffin, one of the most original thinkers and matter of fact *attaches* of the press, says he never looks a piston rod in the face without taking off his hat. Participating in that style of patriotism, we were never more forcibly leveled, than by a ten minutes inspection of a model wood sawyer we saw putting itself through a cord of wood on Sixth street, yesterday. This little and industrious machine, the whole of which could be located in a wheelbarrow, is capable of sawing more wood, in one hour, than any two mere musculer anatomies could groan and sweat through, all day long! It requires no cheap food, nor patched raiment, it indulges in its pipe and smoke, to be sure, but has no predilection for going around to the corner grocery to see what time it is. Give the machine a few cups of water, ignite a few embers under its vitals, turn a screw, wake up the tiny piston rod, and off goes the little jigger—*jig! jig! a rig-jig!* with all the determined energy of the river Styx, to pay and no pitch hot! How handy, how expeditious, how cheap, probably, are the execution of our little iron bound friend of the fly-wheel, smoke pipe, and piston rod. Soon the plebian *profession* of sawing wood will be an obsolete hand-saw science, with hundreds of other menial drudgeries coming under the magic, nevertiring influence of the steam engine! Again we repeat, glo-r-r-*ee* to the piston rod. Rising generation, take off your hats and bow to it.—*Daily Columbian.*

Price of Land in Paris,—The straightening of several of the principal streets in Paris, and the consequent purchase by the city of strips and corners of lots, show the value of land in different parts of the French metropolis. In a street running from the Boulevard to the Rue de la Paix. the jury fixed the price at $26 a foot; opposite the Bourse at $40 a foot; close to the general Post Office at $33 a foot; near the station of the Northern Railroad at $7 a foot; and on the Boulevard near the Bastile, at $13 a foot.

There is land in New-York, on Broadway, which is worth $140 a square foot. In St. Louis, the highest rate is about *twelve* dollars a square foot. In Cincinnati we have property which is assessed at $30 per square foot and that price has been offered for it.

Rabun Gap Road.—A letter has been received by the President of the Knoxville and Charleston (Rabun Gap) Railroad, from Messrs. Anson, Bangs & Co., informing him that an Engineer will be in Knoxville, in a few days, for the purpose of locating the line of the road from that place to the North Carolina State Line, and that so soon as this is determined, the work of construction will be commenced on that part of the road.

County Stock in Railroads.—A writer in the Davenport *Gazette*, in speaking of Scott county taking stock in the Mississippi and Missouri R. R. Co., says:

Within the last two years, and since the Rock Island Railroad was put under contract, the population of Scott county has doubled; assessed value of taxable property has doubled; the taxes have been reduced from 1½ per ct. to a little over three-fourth per cent. on the dollar. The county has paid the interest on $25,000 stock in the Rock Island Road, for which she now holds interest scrip for the same amount, worth its face to-day. The county is out of debt, and has money in her treasury. Farms in this county that were offered two years ago for $800 and $1.000, are held and selling now at $2,000 and $2,-500. What but railroad projects produce this state of things?

☞ Judge Saml. Hall, has been re-elected President of the Evansville and Crawfordsville Railroad, by the Directory recently chosen. A better man, and a more efficient officer, cannot be found. The Board of Directors also elected John E. Martin, Esq., Secretary of the Company.

ACKNOWLEDGMENTS.

The Art of Building: For the use of Architects, Builders, Draughtsmen, Machinists, Engineers, and Mechanics. Edited by John Bullock, Architect, &c., and editor of the "American Artizan." *Stringer & Townsend, New York; H. W. Derby, Cincinnati. 75 cents.*

This is number of *two* of a series of Architectural works for the people, published by Stringer & Townsend.

This work is peculiarly valuable to a large class of the community, being calculated for popular reading; and while sufficiently technical for the Architect, is equally clear to the comprehension of the ordinary reader. It is written in clear, lucid style, and is copiously illustrated. To the young about commencing the profession of Architect, it is most valuable, enabling them to get a clear insight into the general outlines of the business, with comparatively small labor. We commend it to the public as worthy of attention.

Jane Seton; or the King's Advocate: a Scottish Romance; by James Grant, author of "Romance of War," &c.

From the same publishers, we have received a copy of the above work; a handsome 12mo volume, bound in muslin.

Novel readers in search of something attractive, will find it in this work. It is a picture of life in Scotland, in the fifteenth century, most vividly portrayed. The plot is deep, well sustained, and exciting beyond compare. Mr. Grant handles a masterly and powerful pen; his style is fluent, easy, and natural. The book will amply repay a perusal.

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

H. H. GOODMAN,
oc20 Secretary.

Office, L. & U. M. Railroad Company,
LAWRENCEBRUGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the following resolutions were adopted, viz:

"That the interest on the stock of this Company shall cease after the first day of January next, and that thereafter regular dividends of the net earnings of the Company shall be declared every six months."

"That the Secretary procure a handsome certificate of stock to be engraved in the new name of the Company, to be issued on and after the first of January next, for the principal and interest then due on stock."

"That where fractional sums less than a share shall occur, the owner of the same may pay the difference, and take a share of stock, or receive a separate certificate for such fraction, entitling the holder to a share when the residue is paid in cash, or by like certificates."

Pursuant to the above, Stockholders are requested to surrender their certificates, before the first day of January next, when new certificates will be furnished, including principal and interest due to that time. WM. G. DUNN,
oc20-3t Secretary.

Office, L. & U. M. Railroad Company,
LAWRENCEBURGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Dircctors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the foliowing resolution was adopted, viz:

"Whereas, the principal places designed to be connected by the diversion and extension of the Lawrenceburgh & Upper Mississippi Railroad from its earlier bearings were the cities of Indianapolis and Cincinnati; and, whereas, under its present title such leading object of the road is not as distinctly indicated, as is desirable for general information: Therefore, be it resolved, by the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, that the corporate name of the said Company be, and the same is hereby changed, and the said Company shall from and after the first day of December next, be known by the name and style of "THE INDIANAPOLIS AND CINCINNATI RAILROAD COMPANY;" and as such shall hold, exercise, and enjoy all the privileges and rights exercised and enjoyed, and be subject to all the engagements, contracts, and restrictions incurred by said Company, under its former name, according to the provisions of the General Law of the State of Indiana, authorizing Railroad Companies to change their names.

A true copy. WM. G. DUNN,
oc20-3t Secretary.

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

NOTICE TO CONTRACTORS.

Sealed proposals will be received at the Engineers office in Delphos Ohio, until noon of the first day of November next, for the grading masonry and bridging of that portion of the Cincinnati Dayton and Toledo Railroad lying between Minster and Defiance; a distance of about sixty miles. Plans, profiles, and specifications may be seen on and after the 25 th day of October next.

D.H.MORRISON. Engineer.
Delphos. Sept, 26 1853. s29-tt

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

WANTED!

1,200 Men and 60 Masons,

UPON THE

COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,
o6-tf GUYANDOTTE, VA.

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

ASHCROFT'S

METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

CARDS.

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

---

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broad. ly
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EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

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CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

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GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

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BANKERS & EXCHANGE BROKERS.
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Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

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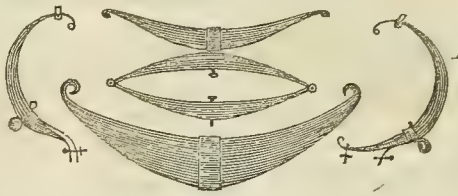
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Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

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All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
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†May 19.

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MAP, BOOK, & PRINT SELLER,

Has constantly on hand Guide Books of all kinds, Maps of every State, separate or together, exhibiting the Railroads, Canals, Turnpike Roads, &c. Also, Outline Maps, School Apparatus, Anatomical Charts, Atlases, and Gazeteers. †mr3

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The undersigned is prepared to furnish

SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

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Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND),

Consulting Engineer,

May 5-tf 64 Broadway, N. Y

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,

†mr24 9 and 11 West Second St., Cincinnati.

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

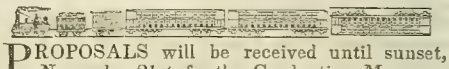
of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.

au18-3*

TO RAILROAD CONTRACTORS.



PROPOSALS will be received until sunset, November 21st, for the Graduation, Masonry, and Superstructure of the CLINTON LINE EXTENSION RAILROAD, from Hudson, Summit County, Ohio, to its intersection with the Mad River Railroad, a distance of about 95 miles.

The route occupies a perfectly healthy country, thickly inhabited, and accessible at all points, while the work is of a character sufficiently heavy to invite the attention of Contractors.

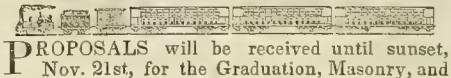
The line will be ready for examination ten days previous to the letting, at which time Specifications, Maps, and Profiles, will be exhibited, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.

W. B. BRINSMADE, Chief Eng'r.

Hudson, Oct. 10, 1853. oc13-tt

TO RAILROAD CONTRACTORS.



PROPOSALS will be received until sunset, Nov. 21st, for the Graduation, Masonry, and Superstructure of about twenty-six miles of the CLINTON LINE RAILROAD, from Farmington to the Pennsylvania State Line, at the office of the Company, in Hudson.

Specifications, Maps, and Profiles, will be ready for examination ten days before the letting, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.

W. B. BRINSMADE, Chief Eng'r.

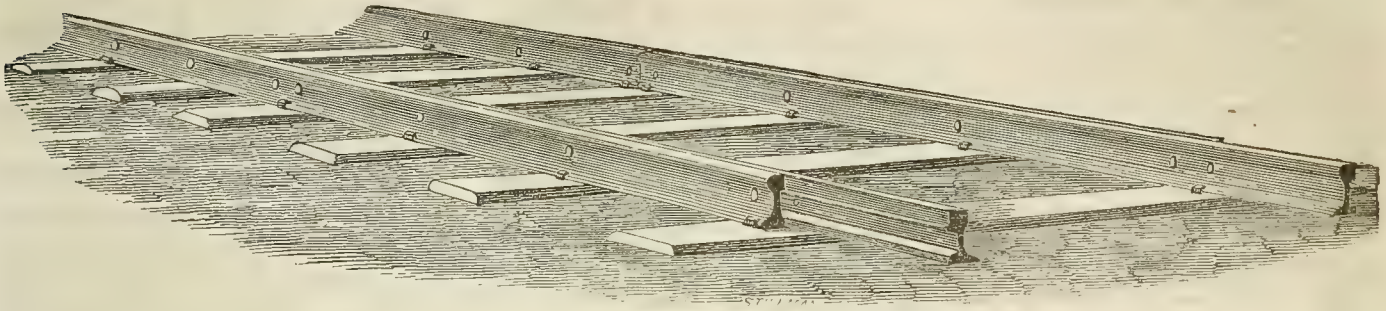
Hudson, Oct. 10, 1853. oc13-tt

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

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J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

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MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

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Southeast corner Main and Second Sts., Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

"GARDNER'S ROCK DRILL."

DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

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at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

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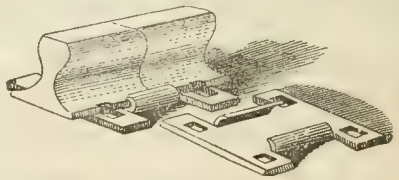
Pumps of all descriptions, Brass and Composition Castings, Dixon's best Black Lead Crucibles.

Also, Dr. Ransom's Patent Constant Suction Pump for Railroad Water Stations. 6*mr24

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AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Cincinnati Railroad Chair Works.



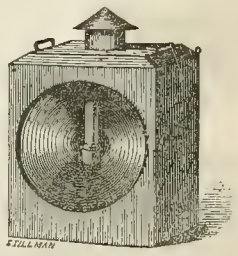
HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

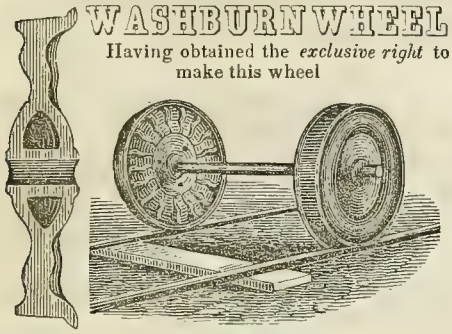
ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies Stocks and Dies. For sale by

MEAD, SELDEN & CO.,
†je2 No. 15 Pearl Street, Cincinnati.

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GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

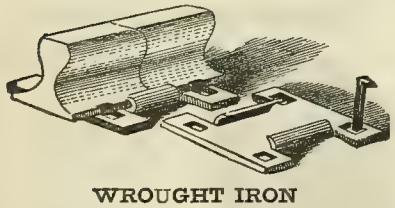
TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
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RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern**, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

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BARS, Rods, Band Iron, &c., for sale by
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Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,
Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

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AND

PRINTER'S WAREHOUSE.

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Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

PHILADELPHIA
Type and Stereotype Foundry.

THE subscribers would call the attention of Printers to the greatly reduced prices of their present list. They now offer

Pica at.....	30 cts.	Minion.....	48 cts.
Small Pica...	32 "	Nonpareil ..	58 "
Long Primer.	34 "	Agate.....	72 "
Bourgeois ...	37 "	Pearl 1	08 "
Brevier	42 "	Diamond . .1	60 "

Determined to spare no expense in making their establishment as perfect as possible, they have recently got up a complete set of justly celebrated SCOTCH-CUT LETTER, from Diamond to English, to which they particularly invite attention.

Having lately made numerous additions to their stock of Fancy Types, Borders, Ornaments, &c., their assortment is now unrivaled in th United tates; and their improved methods of casting, and of preparing metal, enable them to furnish orders in a manner to insure satisfaction.

Printing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a printing office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, &c., &c., stereotyped with correctness and despatch.

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†mr3 No. 6 Sansom street, Philadelphia.

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FOR THE SOUTH AND WEST.

CONTAINING the hours of departure, fare, stations, and distances upon upwards of

Eighty Railroads.

Also, the towns, distances, and steamboat information relating to

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With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.

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The Traveler's Companion.

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Rail Road and Route Book,

Accurate descriptions of towns, cities, and place of note, on all the principal routes; with historical notes, statistical tables, and much other information useful to travelers. Bound in muslin, price 50 cents.

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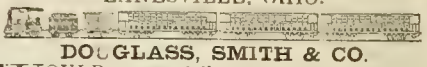
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On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

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Second Train—Accommodation Express, 6½ " A. M.
Third Train—Lightning Express, ...7½ " A. M.
Fourth Train—Accommodation,.....2 " P. M.
Fifth Train—Eaton and Richmond.....3½ " P. M.
Sixth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

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Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

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Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

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First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3½ P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

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First Train——Accommodation Express at 6½ o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

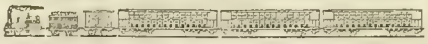
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From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit..... 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo..... 5 75
Do do Chicago via Toledo..... 11 50
Do do Sandusky 5 00
Do do Clyde ..... —
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

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To Pittsburgh in..... 14 "
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To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

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First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex ...7½ " "
Third Train—Hillsborough Train.....3 " P. M.
Fourth Train—Evening Express .....5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7½ o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

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Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7½ o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

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From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
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From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

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AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 35. CINCINNATI, THURSDAY, OCTOBER 27, 1853. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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TO RAILROAD OFFICERS.

We are desirous of obtaining accurate details of all the railroads now completed, constructing, or proposed, throughout the West and South, from their earliest organization—such as cost of construction, gross and per mile, length, style and weight of rail, amount of subscriptions, amount of bonds issued, rate per cent. of interest on the same, earnings, &c., &c., including, if possible, a copy of the charter. We would also like to have the stations and distances on the route, the number of trains run daily, and any other information of interest to the public.

We are aware that our request will put Secretaries to some trouble, but we trust that the use we shall make of the information thus obtained, will more than compensate for all such trouble—and confidently hope that we shall hear from all our roads with very little delay.

OVERTRADING—IMPORTS AND EXPORTS—CURRENCY—GROUNDS OF CONFIDENCE IN THE FUTURE.

Nothing can better illustrate the peculiar nature of a money panic, than the present condition of affairs. We have all the elements of a solid, and healthy prosperity. Peace, health, good crops, sound credit, sound currency, profitable trade, and rapidly accumulating capital, all conspire to give growth, strength, and elasticity to the country. But, with all this, there is a temporary want of money; and one, or two great branches of trade are seriously affected, by *overtrading*. Let the effects of that be what it may, however, they must be mostly confined to the dealers in foreign goods.

The *overtrading* of which we speak, is confined almost exclusively to the excessive importation of foreign goods, which will soon cure itself; but may in the meantime occasion much commercial disaster.

Excessive importation, or in other words, *overtrading*, is as universal a symptom of a disturbed money market, and reaction in the mercantile system, as black-vomit is of yellow fever, and as destructive of a healthy tone. Laws cannot prevent it, though a discriminating tariff would have alleviated the evil. Overtrading depends on human will, and that, too, often on the will of ill-informed and unreasoning individuals.

Overtrading brings a pressure on the banks. The banks get frightened, and curtail at the moment they should enlarge their discounts—they run upon one another—create confusion—and *want of confidence* is the financial *type* of the day.

Now, overtrading may exist, and produce failures among merchants, and yet there may be *no ground whatever* for the want of confidence in present safety, or future prosperity; and *such is precisely the case now*. We shall, therefore, proceed to show that there *is* overtrading; but that it does not affect the great mass of people, who should have confidence in one another—and if they do, very little of this financial pressure would be felt among the people.

We repeat what we have previously said—*a more solid prosperity never existed in any country, than exists in ours*. But, that there has been *overtrading*, and consequently, *overdebting* is an obvious fact, for which the remedy is simply, less private consumption, and less importing foreign goods.

To illustrate how completely the "pressure" in our money markets has been dependent on the imports of foreign goods, we will quote the commercial statistics of three different periods, viz:

1815, imports,	$113,041,000
1816, "	147,103,000
1817, "	99,250,000
1818, "	121,750,000
Total,	$481,144,000
Average,	$120,286,000

This period was followed by one of great mercantile depression. The storm swept over the Western country, in 1819, '20, '21, '22, prostrating every bank—making all property unsaleable, and requiring ten years for the people to recover from the shock. Ten years after this, the average imports of the country, were *forty millions less per annum*, and in that period the country recovered its prosperity, and elasticity. In a short time, *overtrading* was again commenced, with these results:

1834, imports,	$126,521,000
1835, "	149,865,000
1836, "	189,980,000
1837, "	140,989,000
Total,	$607,185,000
Average,	$151,796,000

In the four years which followed, the *banks of the country twice suspended*, and the bankrupt act swept off *five hundred millions of dollars in worthless debts!*

In the ten years, which followed that period, the average imports of the country were *thirty millions per annum less*, and the country again recovered its commercial health; but, in the four last years, we have this result:

1850, imports,	$178,138,000
1851, "	216,224,000
1852, "	195,000,000
1853, estimated,	250,000,000
Total,	$839,362,000
Average,	$209,840,500

Here is unquestionably an alarming symptom; and the inquiry will be immediately made—Are we to have such times, and such pressures, as followed the expansions of 1816 and 1836? By no means. It is questionable whether we shall have any "pressure" that will effect the people generally. Why not? Like causes will produce like effects.

Unquestionably; but, the financial condition of a country is always modified, by *many causes*, and that of which we speak is only one. In this case, *all other* conditions of the problem are different from what they were in 1816, or in 1836. We will mention some of these differences, and the grounds of confidence.

1.—In 1816, and in 1836, the money of circulation was mostly *paper;* which, if not redeemed in specie, was comparatively worthless. In 1816, the *paper* circulation was to the *coin*, as $11\frac{1}{2}$ to 1 (*vide* Record, page 7)—and in 1836, it was $4\frac{1}{2}$ to 1; but in 1853, it is about 1 to 1. The difference is immense. In 1816, the coin in the country was only $7,500,000; in 1836, $28,000,00; but in 1853, the coin and bullion is, at least $160,000,000! The coin in the country is actually $20,000,000 more than it was a year since. The paper and coin circulation of the United States now equal *three hundred and twenty millions*, or about 12 to 1 of the population. In this state of things, it is utterly impossible that the *currency* should not continue sound and safe. This takes out one of the greatest evils of 1816, and 1836.

2.—The heavy crops, and high prices of those crops, enable the farmers to make ready payments, and accumulate surplus means, which did not exist in former periods of embarrassment.

3.—The accumulated capital of the country, in the past ten years, enables us to be less dependent on foreign capital, and to have a surplus continually returning for new works. For example, the railroad dividends amount now to about *twenty millions per annum*, and double that sum in their actual payments. Here is an immense income, most of which is surplus, to be turned over to new uses.

4.—The exports now are much greater, in proportion to the imports, than they were in the two former periods we have referred to.

The following are the *deficits* of exports, under imports, in each of the three periods:

1st period, 1815, '16, '17, '18,....$165,000,000
2d period, 1834, '35, '36, '37..... 110,000,000
3d period, 1850, '51, '52, '53,..... 90,000,000

In 1817–'18, the *deficit* was *one-fourth* of four years importations; in 1836–'37, it was *one-fifth;* but in 1853, is is only *one-ninth*. The effect of the present deficit, therefore will be small compared with those formerly; and, of itself, will not be very important. The great point is, however, that we have abundance of California gold to pay it with. On the whole, while we have obviously overtraded, we see no ground to doubt the *perfect safety and soundness* of the present monetary condition of the country; nor any reason for want of confidence in the *credit and prosperity of the country*.

COUNTY AND TOWN BONDS OF THE WEST—A WHOLESALE LIBEL CORRECTED.

We have never met with a more reckless and wholesale falsehood, uttered of public corporations, than the following paragraph from the New York *Herald*, to which we call the attention of the Western public, that it may meet the proper censure. The Money article of the *Herald* says:

"The bonds issued by the cities, counties, and towns of the West, to aid in the construction of railroads in that section of the country, are illegal, and movements have already been made to prevent the levy of taxes to meet any accruing interest. In several instances the amount of bonds issued by towns is greater than the aggregate value of real estate within their limits, and the most reckless system has been pursued in involving corporations in the construction of railroads, when not the slightest benefit appeared even in the prospective. All may go along quietly, smoothly enough so long as the railroad companies continue to pay the interest on the bonds issued for their advancement out of the amount received by forced sales at auction. So long holders may be humbugged by the statements of those who act as agents of foreign capitalists; but the moment it requires a direct tax upon the people to pay the interest, there will be any quantity of repudiation, delinquency, &c."

There is a libel upon a whole people, for no exceptions are made. Opinions, however malicious, may be uttered without rebuke; for they are but opinions, and in this case, worthless. But, there are in this paragraph *assertions as facts* utterly false, and in their spirit and substance, a gross libel on the whole Western people.

1st.—It is said, the "bonds issued, by the *cities, counties, and towns of the West*, to aid in the construction of railroads *are illegal*." This is false, utterly false. The legality of these bonds has never been questioned, except in a half dozen instances, and those cases have been *adjudicated and settled*, by the highest tribunals of Ohio, Pennsylvania, and Kentucky, and uniformly decided in favor of the bonds. As the general principles involved are the same in all the Western states, no one doubts the perfect legality of the bonds, in all the States.

2d.—"Movements have been already made to *prevent the levy of taxes to meet any accruing interest*." This, too, is false in its spirit and meaning. In the case of two or three townships of Ohio, applications have been made to the Supreme Court to *enjoin* the payment of the bonds and interest; but, in every case, the bonds of townships, as well as counties, have been declared legal. No attempt to resist the payment of interest, other than to test the legal question, has been made, or is likely to be made—Where is there such a case?

3d.—"In several instances the amount of bonds, issued by towns, is *greater than the aggregate value of real estate within their limits*." Where is there *one* such instance? Several new towns in Illinois and Wisconsin have issued bonds, but we undertake to say, their real estate is worth ten times any bonds they have ever issued.

4th.—"But the moment it requires a *direct tax upon the people* to pay the interest, there will be *any quantity of repudiation, delinquency, &c., &c.*"

We need not say to any man, who lives west of the Allegheny Mountains, that a more gross and wanton libel on the integrity and character of a whole people, was never uttered. Where is there a city, county, or town, in the West, which ever repudiated its bonds? Where is there one, where any respectable citizen proposes ever to do such a thing? If the writer of that libel is not a complete ignoramus, he would know that many counties and towns of Ohio *have* a direct tax levied on them to pay the interest on their bonds, and the people pay it with the utmost cheerfulness. He would know, too, that some of these counties have made a handsome sum of money, out of this paying interest. The county of Greene, for example, has received much more in dividends on its railroad stock, than it has paid in interest. The county bonds of the West, are the *safest bonds in the world;* and measured by the test applied by capitalists, should sell quite as high as those of the Government of the United States. That test is *perfect security*. The counties owe less in proportion, than any other bodies, and no man ever heard of their failing to pay. Who, not a natural blockhead, ever supposes that the counties of Greene, Ross, Athens, Washington, Franklin, &c., in Ohio; Ripley, Jennings, Knox, &c., in Indiana; or, Kenton, Fayette, Bourbon, &c., in Kentucky—will ever fail to pay their interest, much less repudiate? No bonds issued by Government, or people in the United States are safer than they. The people who issue them are rich, upright, and stable; as much beyond the need of failure, as they are above dishonesty. The whole paragraph of the *Herald* is a false, and wanton slander on the people of the West.

Coal to Cincinnati by Railroad.—We understand that the Little Miami and Central railroads have commenced bringing coal to this city, from Zanesville. Several manufacturers have gone up to see if they can make arrangements to be supplied, for the present, from that quarter.

It is difficult, however, to get coal from there for want of a suitable bridge over the Muskingman. The Railway Bridge is not yet completed. When it is, we expect to see considerable coal brought from Zanesville, till the Cincinnati and Marietta Railway gets under weigh.

MYERS' PATENT RAILROAD CARS,

FOR THE TRANSPORTATION OF COAL, GRAIN, LIME, BACON, AND OTHER BULK FREIGHT.

In our issue of the 13th instant, we called attention to, and promised a description of this car. We now proceed to do so fully, with a cut showing the car upon the rails, ready for transportation.

As will be readily perceived, the car consists of two wrought iron cylinders, of any desired diameter—four feet six inches being usually adopted—and of a sufficient length to suit the track upon which it may be used, with the felloe, or rim and flange of a railroad car-wheel firmly attached to each end, thus forming a wheel well represented by a common round tin sand-box.

The number of cylinders forming a car is usually two, though three may be used—in which case the center cylinder should be without a flange—the whole held together by a framework of wood, having a narrow platform, protected by a hand-rail, (not represented in the cut, however) for the accommodation of the brakeman. These cylinders have a partition *lengthwise* through them, by which the abrasion and moving of the freight is almost entirely prevented, during the slow movement of the train. The *door* is the full length of the cylinder, divided lengthwise into two parts, and closing together over the partition, and is secured by an iron rod passing over it and through the wheel-rims. Each cylinder, of the diameter above-named, will hold two tons twelve hundred weight of coal. On the head of each cylinder is fastened a journal, working in boxes underneath the frame, which creates the only *friction* there is about the car; indeed, the rim or felloe *is the axle*, and the entire weight being directly upon, and in such close proximity to the rails, there *can be no friction*; while at the same time, the weight being thus upon the rails, all liability to running off the track is removed.

This entire absence of all friction enables a very great saving to be made in the way of springs, axle-trees, patent boxes, friction metals, oil, *et id omne genus*, as well as in the wear and tear of the track, and the almost entire freedom from accidents resulting from the breaking of portions of the machinery.

The contents revolve with the cylinder; the centrifugal force produced by the usual velocity attained on railroads, together with the partition in the cylinder, prevent all moving or abrasion of the freight; while the large wheels necessary in the construction of this car cause it to run much easier, and more lightly, and steadily upon the track; so much so indeed, as rather to benefit the road than injure it, by its solid, uniform movement.

Another great saving, in the use of this car, is in the ease with which it runs upon the track, thus enabling a single locomotive to draw an almost interminable number of them, with great economy of fuel and labor. The speed may be increased to any wished for extent.

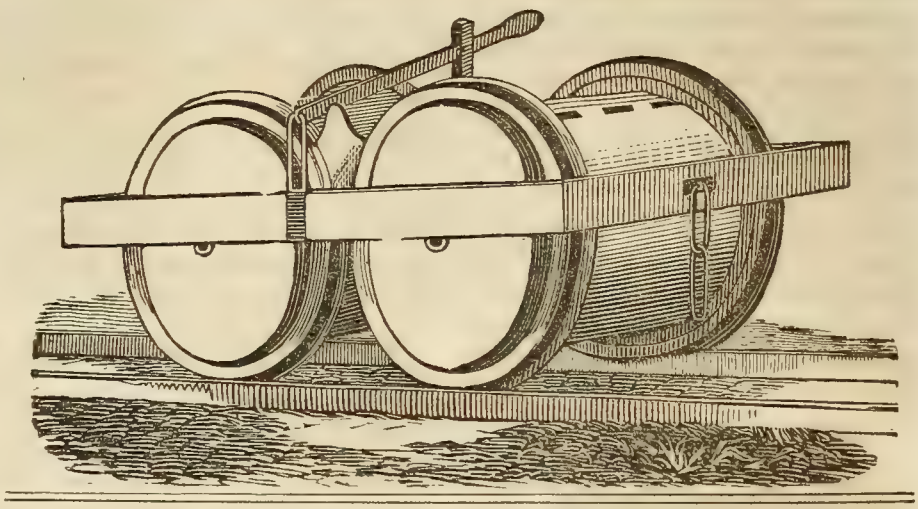
The brake is applied in the center, by means of a lever, as seen in the cut.

The facility for loading these cars, is quite as great as on any others. By simply placing in, or on the face of the track, at the point of loading or unloading, four friction rollers for each cylinder to be run upon, by which means the door can be placed in any required position, by merely turning the cylinder upon the rollers.

We have been thus minute in our description of this Car, as we look upon it as in strict accordance with the natural laws of motion. We feel confident also, that it must come into general use upon our roads for the transportation of bulk freight; and more especially upon *coal roads*. The recent scarcity of coal in our city, has awakened a lively interest in regard to the means of securing future supplies, over the railroads now built, or constructing, which enter our city from coal regions. Inasmuch as by far the larger portion of the cost of coal delivered in our city, is the *transportation* and *handling* of it—as is fully demonstrated in No. 21, of the RECORD—we feel assured that this car will serve to reduce those items materially, by the facility it offers for transportation in large quantities, at a great diminution of expense and wastage, as well as by the lessened amount of handling necessary where these cars are used, The wastage allowed in the common mode of transportation on Eastern Coal roads, is 5 per cent.; by these cars, the wastage cannot exceed 1 per cent., making a saving in this respect alone of 4 per cent.

The simplicity, and peculiar adaptation of this car to the purpose intended, has commended it highly to the minds of numbers of

MYERS' NEW FREIGHT CAR.



engineers and railroad men, and it is being used quite extensively upon the coal roads at the East.

The following letter, from Mr. Trimble, will give an idea of its efficiency when put to the test of actual trial:

Washington, April 22, 1853.

LAWRENCE MYERS, ESQ.

I have the pleasure of stating that your cylin der car, containing four tons two cwts. of Anthracite coal, was taken from Philadelphia to Baltimore on our freight train. On the discharge of the coal in Baltimore, the weight of coal was found to be the same as when loaded; no more coal dust appears to have been formed than the coal contained when starting; and in every particular the coal presented the appearance of ordinary yard coal. It was found that the coal moved in the cylinder under a speed of eight to ten miles the hour, after which it became entirely noiseless. The motion of the car along the track, was steady and easy—curves passed with the apparent ease of an ordinary car—including some of 600 feet radius, in the streets. Returning from Baltimore, the car was laden with bituminous coal, and with a like favorable result—the coal being to the eye unchanged in quality and condition. The car referred to has a diameter of cylinder of 4½ feet, wheels 5.1-6 feet, weight 2 tons 12 cwts., capacity 4 tons 2 cwts. I am not able to express any opinion as to the most suitable diameter of cylinder, or how many wheels should comprise the car, or how arranged in clusters, but it seems very clear that most, and probably all, of the advantages claimed by you for this very novel and ingenious contrivance, will be realized; making its application to the service of railroads a desirable one on account of economy in first construction and in after use. Wishing you every success, I am yours respectfully, J. R. TRIMBLE,

Engineer and General Superintendent of P., W. and Baltimore Railroad Company.

We commend it to the favorable notice of our Western and Southern roads, not doubting that it will be found a decided improvement upon all former means of transportation for grain, lime, bacon, and other similar freight, as well as coal.

A model of the car can be seen at the office of the Little Miami Railroad — LAWRENCE MYERS, is the Patentee. Communications may be addressed to him, or to C. TIERS MYERS, No. 33 Walnut street, Philadelphia.

COPLEY'S COMPOUND CAR-AXLE.

It is ever a source of pleasure to us to commend any improvement having for its aim the lessening of the liability to *unavoidable* accidents upon railroads. Such an invention we deem Mr. Copley's new axle. An attentive perusal of the following article will clearly demonstrate its practicability for running over crooked or straight roads with facility—with great saving of tractive power, and a largely decreased risk of injury from broken axles or wheels. It would seem that the desiderata of wheels moving independent f each other upon the same axle has been arrived at, and that the inventor may safely shout "*Eureka.*"

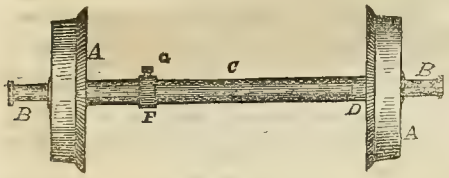


FIGURE I.

Like letters refer to like parts in the different views.

AA are the wheels; BB, the journals; C, the hollow section of the axle; D, the solid section. F, a band around the axle. G, a set screw which passes through the band into the key I, which key is fitted into a mortice in the hollow section C.

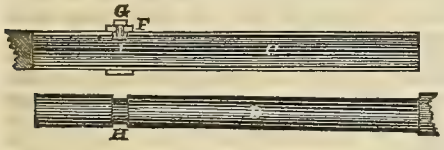


FIGURE II

The solid section, D, passes into the chamber of the hollow section, C, so that the end of the one and the shoulder of the other come in contact, as seen at D, fig. 1. When in this position, the key I, is inserted into the groove H, and is retained in place in the axle and groove by the set-screw G.

This axle consists of two parts. In the journals and seats for the wheels they are alike; and in these particulars they are like the common solid axle. The difference is in that part between the wheels, which instead of being one solid, inflexible shaft of iron, is composed of two parts, a solid cylinder that fits into a hollow cylinder. This union of the two parts extends from within two or three inches of one wheel, to within a like distance of the opposite wheel, thus forming a strong, self-sustaining joint, capable of easy rotary motion, but presenting a powerful resistance to every other motion. This rotary motion allows each wheel to revolve just as much as the length of the track upon which it rests requires.

On every considerable railroad curve, the difference in the length of the outer and inner rails is from five to eight feet. With the stiff, immoveable axle this difference must be made up by the dragging or slipping of the wheel upon the rail. Suppose a car weighs seven tons, and has a load of ten tons more, here are seventeen tons resting upon eight wheels. The force necessary to drag or slip such a weight, pressing together two pieces of dry iron—the wheel and the rail—is enormous, and yet, great as it is, it is all forced upon the axle, multiplied by all the leverage of the semi-diameter of the wheel—being nearly ten to one. The torsion of the axle arising from this cause is almost incalculable; and serious accidents frequently arise from the breakage occasioned by this torsion, the axles being literally twisted off.

Various expedients have been tried to overcome this difficulty, which has, up to the present time, attended railroad transportation and travel. One loose wheel has been tried; but under the tremendously severe action of an inflexible iron wheel traveling with great rapidity over an equally inflexible rail, and carrying a weight of over 4,000 pounds, the loose wheel soon becomes too loose—such a weight, resting loosely upon such rigid materials, soon batters and enlarges the eye, and renders it unfit for use. A loose wheel, with a greatly elongated hub, has been tried but with little better success. Experimenters all seem to have fallen into the radical error of resting the burden to be sustained upona moveable, and of course, a loose joint. Hence the uniformly ill success of these expedients.

In the axle now presented to the Railroad public, this error is avoided. We have a loose joint, it is true; but that joint has no weight to sustain. The journal on the outside of the wheel bears the load, the wheel is the fulcrum, and the part between the wheels, where our long joint is, has no other office but to hold the wheels to their proper places. It has neither weight to carry nor torsion to sustain.

The ordinary solid axle is subject to two kinds of vibration— lateral and circular. The first is occasioned by the unavoidable inequalities of the rails, which give to a rapidly moving car a succession of jars, which keep every thing in a tremor. The rotatory or circular vibrations are caused by the unequal lengths of the rails on curves, which require the wheels on one side of the car to travel further and faster than those on the opposite side. Now, as the wheels are immoveably fixed upon solid axles, like the two ends of a spool, and their circumference being the same, the difference of movement required by the unequal lengths of rails on curves can only be made up by sliding or dragging. The next question is, how is this dragging accomplished? Is it by a regular uninterrupted movement? This cannot be; but it is by a rapid succession of movements, their length being regulated solely by the power of the axle to resist the torsion arising from the adhesion of the wheel to the rail. This adhesion twists the axle a little, but the strength and elasticity of the iron enable it, by a strong vibratory action, to overcome the adhesion of the wheel to the rail, push it forward, and thus relieve itself, for the moment, of the severe torsion. These alternate recurring twistings and untwistings cause that circular vibration of which we have spoken.

Let a pulley of two feet or more in diameter be fixed upon an iron shaft, either cast or wrought, and let this shaft be put into a turning lathe, the power being applied to one end of the shaft, and a turning tool to the face or periphery of the pulley, and a good illustration of what we mean by circular vibration will be afforded. The movement is not equable, but consists of a rapid succession of stops and starts—the stronger the shaft is the more rapid are the alternations of motion and rest.

If a damp finger is moved slowly around the rim of a glass tumbler, with a moderate pressure, it soon causes the glass to give out a sonorous sound: and why? Because the movement of the finger upon the glass, although it may appear to be smooth and uniform to the sense of touch, is really intermittent--a rapid succession of stops and starts imparting to the glass a rotatory vibration, very similar to that which is given to a railroad axle in going around a curve; and let any person give attention to it, while a train is passing around a curve, especially on a broad track road, and he will hear a deep, sonorous sound. Is this sound drawn out of the axle in the same way that we draw sound out of a glass tumbler? If so, the torsion is tremendous, and cannot but be attended with extreme danger.

It is, we are assured, an ascertained fact, that *severe and long continued vibration, or torsion, will change the nature of iron from fibrous to granular or crystaline*—that car axles that have been long in use, may sometimes be broken square off, close behind the wheel, with a blow of a sledge, although, a few inches from that point the iron may still be as tough and fibrous as ever. From this it may be rationally inferred, that it is at the point where vibration is suddenly arrested—as it is by the heavy mass of iron in the wheel—that the change from a fibrous to a crystaline state takes place. This is a question of great importance, and one that ought to be carefully investigated. But be this as it may, we propose to obviate the difficulty, not by curing it, but by avoiding it altogether.

In the compound axle which we offer to our railroad friends, the circular or rotatory vibration is totally done away with; and we think that the lateral vibration is so neutralized as to render it harmless. It is a well known principle in philosophy, that the times of vibration in two different pieces of metal, of

equal length, but of unequal diameter, are different. Now here are two pieces—one a tube of greater diameter, the other, a solid piston of lesser diameter. These two are distinct and separate, and yet so intimately combined that their vibrations must act the one upon the other: it follows, therefore, that if their times of vibration are, as say 5 to 4, they will necessarily neutralize each other, so that none of the disastrous effects before adverted to can take place.

The slipping or dragging of the wheels upon the rails on curves is attended with a considerable expenditure of power. A writer in the *Railroad Record* estimates that a curve of one degree is equal, in this respect, to a grade of 10 feet to the mile; two degrees equal to 15 feet; three degrees, 20 feet; four degrees, 25 feet; five degrees, 30 feet; and six degrees, 35 feet. Six degrees is, we believe, a radius of about 1000 feet. It follows, therefore, if this writer is correct, that such a curve (and there are many shorter) if located on a level, is equal to an ascending grade of 35 ft. to the mile; and that should such a curve occur upon an ascent of 65 feet to the mile, the two combined would be equivalent to a grade of 100 feet on a straight line. This shows how important it is that all the wheels should be free to roll just the length they have to travel, and not be required, as is the case where the stiff axles are used, to drag over the amount of the difference between the length of the outer and inner rail on a curve. The power adequate to the draught of 40 cars, with stiff axles, up a straight grade of 65 feet, would only be adequate to draw 26 cars on the same grade, if it had a six degree curve on it, if we may take that writer's estimate as being correct.*

It was feared by some eminent engineers, to whom this plan of an axle was originally submitted, that its construction would be attended with great if not insuperable difficulty; but we find that those fears were altogether groundless. Messrs, Morris, Tasker & Morris, of Philadelphia, made the tubular parts of our first set, and the remainder of the work, in fitting up a car, was executed under the direction of Jacob Hovey, Esq. of Cleveland, the master machinist of the Cleveland & Pittsburgh Railroad, for whose skill and kindness we thus publicly return our thanks. We take pleasure in acknowledging our indebtedness to C. Prentiss, Esq. President of that road, for the facilities he afforded us in getting up and testing our first practical experiment.

The entire axle, except the key that holds the two parts together, is made of wrought iron. The tubular parts of our first set are 3¾ inches caliber, and 7-16 of an inch thick in the shell. This is perhaps unnecessarily strong; but we thought it best to err on the safe side. The tubes are welded; and so perfectly is it done, that the places where the plates are joined cannot be distinguished from other parts; and the strength of those gentlemen's tubes may be inferred from the fact, stated to us by a distinguished machinist of New York, that he put a pressure of 18,000 pounds to a square inch into one of their tubes, without bursting or injuring it. To be sure the shell of that tube was thicker than those we use: but we mention the fact, to show the entire confidence that may be placed upon the strength of welded tubes.

* Judging from the test we recently made, an account of which will be found appended. we think his estimate somewhat exaggerated.

The solid iron which forms the journal on the tubular section reaches into the tube about two inches past the wheel seat and is welded fast, forming a solid bearing for the wheel, which is forced on in the usual way. The inner section reaches to the bottom of the hollow section, and sustains the inward lateral pressure, and relieves both the key and the shoulders.

The key which fastens the two parts of this axle together is made of cast-steel; it is an inch and a quarter square, and is fitted to the cylindrical surface of the inner section of the axle, at the bottom of the groove into which it fits, and in which it works An iron band, three inches broad, passes round the outer or tubular section, covers the key and keeps it securely in its place. A strong set-screw passes through the band into the key, which renders it impossible for the band to get out of its place. The only use of the key is to keep the parts from drawing assunder. It sustains no inward pressure.

We now submit this axle to our railroad friends upon its own merits, We confidently believe that it will add to the safety of railroad travel and transportation; that it will preserve the rails from the severe abrasion caused by the dragging of the wheels on the curves; that it saves a considerable percentage of motive power; and, which is more important than all, that it will prevent the crystalization of the iron arising from the tortuous vibration inseparable from the common stiff axle, by allowing each wheel to have an independent movement, while at the same time all the base, leverage and solidity of bearing of the solid axle are preserved. This crystalization is a secret and insidious evil. No outward mark indicates that it has taken place; but while an axle may have every appearance of perfect soundness on the surface, it may really have become as brittle and unsafe as if it were composed of cast-iron, This may involve questions, not of dollars and cents only, but of life and death. But even on the score of mere economy, these compound axles will probably be found preferable, because, if they cannot be crystalized, they may be used with safety as long as the journals will last—from five to seven years; whereas the common axle cannot be safely used more than two or three years.

JOSIAH COPLEY & Co.

Pittsburgh, Sept. 1853.

The foregoing was written previous to our first.

PRACTICAL EXPERIMENT,

On the morning of Sept. 7, we set out from Cleveland for Wellsville, on the Ohio river, a distance of 100 miles, with the first car constructed on this principle—a house car of the largest class. We ran down empty. The wheels and axles performed extremely well. At Wellsville we took in a load of almost eight tons, and set out on our return next morning. Before leaving Cleveland we fixed a scale to the car, by means of which we were able to weigh the power required to draw it, with a good degree of accuracy. On our way down we encountered no grades exceeding 40 feet to the mile. On one of these, of considerable length, composed of both curves and straight lines, the weight of the draught was, as near as we could arrive at it, 280 pounds; but there was no perceptible difference between the curves and straight lines. On levels we could not weigh it at all, because for half the time the coupling was slack.

On our return from Wellsville with the loaded car—Mr. P. F. Geisse, of Wellsville, car-builder and machinist, and Mr. Charles C. Gorham, the conductor of the train, being on board—we attempted to weigh the draught on level curves, but failed for the reason before stated; and it was not until we reached the 50 feet grade, north of Salineville—which is nearly five miles long, and made up of alternate short curves and straight lines—that we were able to get anything like a steady draught. Several of these curves are 1200 to 1500 feet radius. On nine curves we found the average weight of draught to be 462 pounds, while on eight pieces of straight line, on the same grade, the average was 458 pounds, being a difference of not quite one per cent. There was no perceptible difference to either the sense of hearing or feeling, between the straight lines and curves. This was remarked by the experienced gentlemen on board; and when watching the working of the trucks from the preceeding car, and observing the steadiness with which they ran, and the perfect readiness with which they adjusted themselves at right angles with the rails, while running a curve, it was manifest that there could be no rubbing of the flanges against the rails; and thus the sense of sight corroborated those of hearing and feeling. Altogether the experiment was in the highest degree satisfactory.

The next day we returned to Wellsville, with the same apparatus for weighing the draught, and had it attached to a common car. On the heavy grades above Salineville, before spoken of, the average weight of the draught on the curves was 22 per cent. greater than upon the straight lines; while it will be recollected that the difference in the case of the car with the compound axles was a fraction under one per cent. These experiments were conducted by a gentleman perfectly disinterested, and in whose disposition to give a fair report the fullest confidenee may be placed.

In respect to the facility with which the trucks adjusted themselves to the curves; the smoothness of movement in places where ordinary cars gave the sensation and sound of rubbing and grinding of the wheels upon the rails; and in respect to economy of tractive power, our highest expectations are fully realized. All we have said in the foregoing paper has so far been verified; and the fact may be regarded as established, that where these axles are used, curves of even five or six degrees will present no appreciable impediment to the progress of cars.

We can only say at present that in a short time we expect to be able to furnish axles to any railroad companies that may be inclined to try them; and that arrangements will be made to furnish them in any quantity that may be needed. Inquiries respecting them may be addressed to the Hon. Thomas M. Howe and James M. Cooper, Esq. of Pittsburgh, either jointly or separately, or to Josiah Copley, the patentee, at Kittanning, Armstrong county, Pa.

☞ We hear that the Grand Trunk Railway Company have assumed the whole stock of the Vaudreuil Railway Company. The road between Montreal and Bytown, will thus be constructed on the south of the Ottawa.—*Montreal Pilot.*

Railroads.

RAILROAD EARNINGS.

CLEVELAND AND PITTSBURGH RAILROAD.

The earnings of this road for September, 1852 and 1853, are as follows, viz:

September, 1852,.....	$44,004 16
September, 1853,.....	42,871 56
Decrease,.....	$1,132 60

This falling off has been in passengers—$9,109:20. The increase in freights has been—$7,975:70.

The decrease in passenger transportation, has been on account of the opening of the Ohio and Pennsylvania Railroad, thus taking off the Pittsburgh travel.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

The earnings of this road for September, are:

From Passengers and Mails.....	$131,744
From Freight and Miscellaneous.....	63,657
Total.....	$198,401
The earnings for Sept., 1852, were.....	115,289
Increase equal to 72 per cent.....	$83,112

For July, August, and September, the first quarter of the second year of operation of the Company,

The gross earnings have been over....	$438,000
For the same period last year.....	284,000
Increase equal to about 65 per cent...	$183,000

For the year ending 30th June, 1852, the gross earnings exceeded $1,200,000, and if the above rate of increase continues for the remainder of the year, the aggregate receipts will be $1,800,000 or $2,000,000.

SIXTH AND EIGHTH AVENUE RAILROADS, NEW YORK CITY.

The earnings of these roads for September, were:

Sixth Avenue Railroad.....	$28,656 53
Eighth do. do.	26,265 39
Total.....	$54,921 92

MICHIGAN CENTRAL RAILROAD.

The earnings of this road for the month of September, and same month of last year, are as follows:

	1853.	1852.
Passengers.....	$104,445 77	$79,241 91
Freight.....	74,629 03	60,392 53
Miscellaneous.....	3,525 00	
	$182.599 80	$139,634 44
Increase.....	$42,965 26	

DETROIT AND PONTIAC RAILROAD.

The earnings of this road for the month of September, compare as follows:

September, 1853,.....	$11,027 58
September, 1852,.....	7,025 14
Increase 57 per cent.....	$4,002 44

The business on this road is constantly on the increase, and when the Oakland and Ottawa Railroad is completed, we may look for still further increase in its "footings."

OHIO AND PENNSYLVANIA RAILROAD.

The earnings of this road for September, 1853, are—$80,820 00.

For nine months of 1853.....	$446,662
For nine months of 1852.....	196,246
Excess this year.....	$250,416

Growing out of the complete connection of the road with the Cleveland and Columbus at Crestline, affording a through traffic, both in freight and passengers, from Pittsburgh to Cincinnati, and the West.

INDIANA CENTRAL AND DAYTON AND WESTERN RAILROADS.

The earnings of these roads during the month, were:

No. passengers through 1840—Fare ...	$2,493 08
" " local travel 6001—Fare	3,173 45
Freight and use of road by G. & M. Co..	2,243 55
Total.....	$7,910 08

This road has but recently opened through to Indianapolis; the exhibit is very flattering.

CHICAGO AND ROCK ISLAND RAILROAD.

The earnings of this road, 100 miles in length, for September, were:

Passengers.....	$33,571 27
Freight and Mails.....	14,680 03
Total.....	$58,251 30

The New York *Tribune* remarks with reference to the foregoing exhibit: "This is very large, but of a piece with the present business over most of the Western roads."

CLEVELAND AND TOLEDO RAILROAD.

The earnings of this road for the week ending October 8th, are as follows:

SOUTHERN DIVISION.

Passengers.....	$11,293
Freight and Mails.....	792
Total.....	$812,085

NORTHERN DIVISION.

Passengers.....	374
Total receipts.....	$12,459

RAILWAY TRAFFIC IN GREAT BRITAIN.

The returns of railways in the United Kingdom, for the week ending May, 1853, show the earnings to be. £326,900
Same period, 1852,. 287,903

Increase 13.54 per cent. £38,997

The gross receipts of eight railways, terminating in London, for the same week, were:

In 1853,.....	£154,438
In 1852,.....	137,545
Increase 12.3 per cent.....	£16,893

STEUBENVILLE AND INDIANA RALROAD.—The Steubenville road has been located from Newark, through Granville, to the common depot in the northern part of Columbus; distance a fraction short of thirty-three miles, not quite a fourth of a mile longer than an air line. The grades are low, and the curves easy.

JUNCTION INDIANA RAILROAD.—The Indiana *State Journal* says:

"From an official source we give the following information in regard to the Junction Railroad.

The whole amount of work executed amounts to about $150,000. The contractors are at work on every division of the road from Hamilton to Indianapolis, and are bound to have the grading, masonry, and bridging completed, from Hamilton to Connersville, 40 miles, by the 1st of September, 1854. There are six miles of heavy work between Connersville and Rushville, which will probably not be completed before the spring of 1855, but the contracts provide for their completion by the 1st December, 1854. The work at Hamilton, and between Hamilton and Oxford, is heavy, but will be pushed forward with energy,

The total amount of stock taken in cash, stocks, and funds equivalent to cash, real estate, and by contractors, is $1,300,000. The estimated cost of the road in running order with rolling stock, is $2,000,000, The Company has sufficieut means to complete the road, and will push it forward with all practicable vigor."

EVANSVILLE AND INDIANAPOLIS STRAIGHT LINE RAILROAD.—This road has been located its entire length from Evansville to Union. From Union to Indianapolis the line is straight, and from Indianapolis to Evansville it follows the east bank of the White river, thus dispensing with bridges. The amount of stock reported is $882,482. The letting of the road will take place in December next. H. C. Moore, Esq., late Engineer on the Indiana Central road, has been selected to succeed W. J. Ball, Esq., resigned, as chief Engineer of this road.

NEW YORK ATLANTIC, AND PACIFIC RAILROAD.—Another meeting of the friends of this enterprize, was held in New York, Thursday last, at which $14,000,000 more were subscribed. P. T. Barnum, Esq., taking $600,000 of stock. The New York *Journal of Commerce* says of this Company:

"Capitalists will be very shy of the stock of any company that may be created for the purpose of making this road under the charter granted by the Legislature of New York, for the reason that each stockholder is made individually liable for all the debts of the company to the extent of his unpaid stock. Though the subscription to the capital stock opened in a brisk manner, the scheme is regarded with distrust in Wall street, and it will be difficult to raise the whole capital of a hundred millions, which must be actually and in good faith subscribed before the company proceed to their organization."

SPRINGFIELD, DELAWARE, AND MT. VERNON RAILROAD.—From Genl. Anthony, President of this road, we learn that it is in contemplation to complete it, and have it in running trim, between Springfield and Delaware, some time in December next.

Communication.

For the Railroad Record.

BRAKES AND BRAKEMEN.

Mr. Editor:

In this age of lightning and steam—just on the verge of revolution in motive power, and perhaps, aerial navigation—the great question among railroad men, is *speed*.

How to attain it with safety, and meet the wants of the public, is the leading thought.

Increased diameter of driving wheels is a good idea—wrought iron car wheels is another—axles manufactured from the *best* material, and placed in the hub without a shoulder, guarded by safety beams, is yet, another — a continuous rail — double track—and low grades, are not to be overlooked; but there are other considerations that enter into the discussion of this question.

I allude to the economy in *time* in bringing trains to rest. *Efficient brakes* and *experienced brakemen*, are now the demand.

What I understand by efficient brakes, is a system of leverage, whereby each wheel of the train is retarded with a uniform force at the moment required; and what I understand by experienced *brakemen*, are minds working in unison—who do *not* require a signal whistle to remind them of duty—who bring a train to rest at the *precise* point, and off brakes.

But few such brakemen do I note in my observations. Every mind in charge of a moving train, should be a graduate from the school of experience; and every man at his post—on the alert—taking nothing for granted. In a moment, *death* may be on the track, in the form of a bowlder from the hill-side—or an oak from the forest, swept by the tempest, and frightful be the consequences of the least neglect.

I tell you it is a fearful position to pilot a train, freighted with human life.

Men of *real* worth—men who feel upon this subject, as men ought to feel, will not consent to stand in death's door for a dollar a day.

How is it upon the great highways of the nation, save a few honorable exceptions? I speak what every traveler may notice, if he will. Brakemen are an indifferent class of men. I had almost said reckless—full of muscle—small brains—inactive—little or no experience—doing and undoing as the notes of the whistle indicate, (if they happen to be in their places.)

When they are not at the wheel, where are they? Perhaps, comfortably seated as passengers, or loitering about the platform—thoughtful of everything but duty—calculating to be off when a job turns up, offering better *pay;* or it may be in the more honorable calling of "sorting passengers" for the conductor, (no danger apprehended on the track) hustling out a man, now and then, short of funds, running through the cars crying the stations, which no one understands—amid the roar and clattering of machinery. But, hark! a shrill note of the whistle is heard. "Clear the passage; I'm brakeman"—but you are too late, sir, the train has passed the station.

Well, off brakes and back up, and back slams the engine, and down tumble the women and children, supposing the cars were at rest in the proper place.

Now, at whom shall I fling a word of censure? Not at inefficient brakes—not at inexperienced brakemen; but at *minds* who have the *management* of roads, for being governed by such a miserable economy at the expense of human life and human happiness.

A Brakeman.

Coal Producing States.—From a work recently issued by Mr. Richard Taylor, the extent of coal formation in the various states of the Union is given as follows:

Alabama	3,400	sq. miles.
Georgia	150	"
Tennessee	4,300	"
Kentucky	13,500	"
Virginia	21,195	"
Maryland	550	"
Ohio	11,900	"
Indiana	7,700	"
Illinois	44,000	"
Pennsylvania	15,437	"
Michigan	5,000	"
Missouri	6,000	"
Total	133.132	"

Pittsburgh, Maysville, and Cincinnati Railroad.—From an article in the *Morgan Herald*, we perceive that Mr. McLeod, the Engineer, in charge, has got the contractors started upon this road, and by this time they are at work in earnest.

The *Herald* is sanguine that the road will be prosecuted to an early completion. From our personal acquaintance with the President and Engineer of this road, we apprehend no delay in any department coming under their control.

Ship Buidling in New York.—The New York *Evening Post*, after enumerating the names and yards of the various ship builders in New York, makes up the following.

The vessels building may be classed as follows:

Eight steamships	16,600	tens.
Eight clipper and packet ships	9,400	"
Three barks	1,500	"
Five steamboats	4,935	"
One propeller steamer	600	"
Six schooners	2,382	"
One sloop	60	"
Two yachts	235	"
Four lighters	1,035	"
Total	86,497	"

The capital invested in these vessels will probably amount to three and a half millions of dollars.

The Dayton Short Line.—The Dayton *Gazette* say that Peter Odlin has been elected President of the Dayton Short Line Railroad Company, in the place of S. H. Goodin. The contract for the work, between Dayton and the Tunnel, has been assigned to D. Beckel & Co., to be completed in one year from the first of November next; they taking $300,000 of stock, in addition to a previous subscription of about the same amount. Ferrell & Dunham retain the contract for the Tunnel, and are to complete it as soon as so difficult and extensive a work can be accomplished. Should no unforeseen obstacle be met, they expect to see daylight through by the time fixed for the completion of the rest of the line.

Lawrenceburgh and Upper Mississippi Railroad.—From our Eastern exchange, we learn that G. Haven, Esq., late Superintendent of the the Fall River Railroad, has been selected to superintend this road. He is highly spoken of at the East. We trust he will find his berth on the L. & U. M. R. R. quite as pleasant as he could wish.

Independence Railroad.—The Commissioners appointed by the General Assembly of Virginia, to receive subscriptions to the capital stock of the above-named Railroad Company, have advertised in the Parkersburg *Gazette*, that books of subscription will be opened, on the 22d day of October, at Williamsport, St. Mary's, and Sistersville, Va. and at Marietta, Ohio. The agents appointed by the Commissioners to receive subscriptions in Marietta, are W. L. Rolston, D. P. Bosworth, Charles Shipman, and G. Woodbridge.

This line of road proposes to unite the Ohio river, opposite Marietta, we believe, with the North-Western Road, at a point 27 miles east of Parkersburg.

Dayton Broad Gauge Railroad.—The surveys of this road have been completed into the city of Dayton. Active operations will now be commenced in the way of grading and track laying.

☞ The Union Passenger Depot Indianapolis, is now occupied by the different companies that built it. There are five tracks in it, the Terre Haute, the Bellefontaine, the Central, the Madison, and the Lawrenceburgh, with a convenient platform between each. The rooms for the ladies are splendidly furnished, with every convenience, and the gentlemen have large and comfortable rooms. This is an excellent arrangement, and would be all the better if it were extended to accommodate all the roads running into the city. The depot was built by Messrs. Edwards & Copeland, under the general direction of Captain Morris.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅜	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield Mt. Vernon and Pittsb'gh	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97⅜	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼ prem	½ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼ prem	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, October 26, 1853.

40 shares	Covington and Lexington Railroad Stock	passed.
5 "	Cincinnati, New Castle and Michigan Stock	passed.
60 "	Eaton and Hamilton R. R. Stock, bid.	55 00
30 "	Ohio and Mississippi R. R. Stock, bid.	86 00
36 "	Indiana Central Railroad Stock, bid.	75 00
11 "	Lawrenceburgh and Upper Mississippi Railroad Stock, bid.	72 00
20 "	Cincinnati and Hillsboro' Railroad Stock, bid	63 00
6 "	Indiana Central Railroad Stock	passed.
Also—For the administrators of James Gorman, deceased, $600 Stock in Burnet House, on a credit of 6 months.		36 00

MONETARY.

In New York City the demand for money continues unabated. The rates of interest vary from 12@15 per cent., at which rates number one paper is sold. Capitalists take long paper with good names, at these rates in preference to short paper.

The rumored failure of Jacob Little and George Law, caused quite a sensation in Wall street. The rumor turned out false as to both these gentlemen, though the latter failed to meet some Call Loans, for which the stock of Delaware and Hudson Coal Co. had been left as security, he ordering the party holding the stock to sell the same, and it has accordingly been advertised for sale.

The *Arabia* sailed on the 19th, with $1,194,000 in gold; the largest shipment thus far this season. The total specie shipment since October 1st, is $3,539,588.

The English markets, from last reports, are very unsettled. The banks and bankers upon the Continent have followed the example of the Bank of England, and raised the rate of interest, one ℔ cent. Foreign Exchange rates at 109⅝@110 for best Bankers' Bills, which is about specie shipment point.

The Stock Market is very unsettled, with a downward tendency. Erie has sold as low as 68½@70; Hudson River and Harlem have also declined. New York Central 6 ℔ cent. bonds sold at 93. Some four and a half millions of Illinois Central Road bonds sold here, and in England, some months since, at par; they can now be had at 80, or thereabout.

At Baltimore, on the 22d, Baltimore and Ohio Stock was sold to the amount of 2,624 shares at 47, being a decline of some 14.00 per share from last week's sale. The cause of this decline appears to be the verbal report of the President, that the expenses of the road has been 80 per cent. of its earnings. The consequent small chance for dividends for some time to come, affected the value of the stock at once.

At Philadelphia, money is very tight; the rates of interest varying from 12 to 15 per cent.

The general feeling in the Money Market at the East, we may quote, however, is more easy at last advices. The banks have discounted more liberally, and the whole tone of the market is improving.

At the West, we quote a slight improvement in the Money Market, not from the greater abundance of money, but from a diminution in the demand, and an increase of confidence. The former rates of 12@15 per cent. are still maintained; but there is less number one paper to be had at those rates. Loans have been made, on ample security, at 10@12 ℔ cent.

Amid the pressure our mercantile community has stood the test; but one house, Raper, Cox & Co., having yet stopped.

The Stock Market is so unsettled, and the value of stocks so acted upon by the necessities of holders, that we make no alterations in our quotations. The general tone of the market can be gathered from the sales of Messrs. Hewson & Holmes, as reported weekly in our columns. No stocks are offered, except by those compelled to sell, and such forced sales are no true criterion of the market.

The contemplated consolidation of the Hillsboro' and Marietta Roads did not take place as was expected by some, though large majorities of the stockholders of both roads were in favor of it. But the law, as we understand, in cases of consolidation of roads, makes it compulsory upon the new Company to redeem such stock of each road at par, as may be held by stockholders who may object to the consolidation. We learn that a large amount of the stock of one of these roads has been bought up for this very purpose, and that there were numbers present at the meeting of the stockholders, who actually came there to get par for their stock. Under this law it was deemed advisable not to effect the consolidation at present.

Exchange on the East is very unsettled; we do not change our quotations. For a resume of the present pressure, and its probable continuation, we refer to the leader of our senior editor in this issue, where it is clearly shown that a pressure of any duration is impossible, under the existing state of affairs.

ACKNOWLEDGMENTS.

Journal of the Franklin Institute of Pennsylvania.—We are in receipt of the October number of this valuable Journal, containing, as usual, a valuable collection of scientific matter, translations, &c., from the pens of the most celebrated Savans of the times.

By consulting this journal, a man can keep up with the inventions of the day in matters of science.

The Practical Draughtsman's Book of Industrial Designs, and Machinist's and Engineer's Drawing Companion.

Part IV of this valuable work is at hand, and contains a large number of illustrations, as well as letterpress description of the same, tables, &c., all of which cannot but be of immense value to scientific and mechanical men.

The work is to be completed in 12 numbers; price 37½ cents each. *Stringer & Townsend*, publishers, *New York*.

Scientific.

UPON THE USE OF WATER AND ETHER COMBINED AS A MOTIVE POWER.

We condense the following from a translation in *The Journal of the Franklin Institute*, for October.

The French ship *Du Trembley*, is of iron, moved by steam and sails. It can carry 100 passengers, and 230 tons of freight; is schooner rigged, and has a propeller worked by machines of 70 horse power, so arranged as to work by the combined vapors of water and ether. The employment of these two vapors, to give simultaneous motion to the same machine, is the the new system of Mr. Du Trembley, after whom the first vessel to which it has been applied was named.

Struck by the loss of heat by steam in ordinary engines, after its expansive force had been exhausted, Du Trembley determined to retain and use it again, for which purpose he employed it in forming a second vapor, the force of which is added to that of the steam.

Sulphuric ether, being readily volatilized by slight heat, realized his idea, and an experiment fulfilled his hopes. As soon as the steam came in contact with the ether, the water was instantly condensed, while the ether became vapor; thus a new force was created on the one hand, while a vacuum was caused on the other.

Fortunate as was Mr. Du Trembley in the realization of his theory, in the application of it he was no less so. The expanded steam, after being used, is received into a closed apparatus, traversed vertically by a considerable number of small cylinders, close together, but not touching. One end of these small cylinders is submerged in ether, which rises into, and partially fills them; as soon as the steam enters this closed apparatus, the phenomena above spoken of occurs; the coolness of the ether condenses the water of the steam, while the heat of the steam evaporates the ether. The water, in condensing, produces a vacuum, which aids the expansive heat of the steam, by suppressing resistance, and the vapor of ether, collected in a separate compartment, over the evaporating apparatus, developes a new force, which is added to the steam. The condensed water is pumped back into the boiler retaining all the heat which the ether has left it.

The ether vapor is used in a separate cylinder, the piston-rod of which is used either independently, or connected with the same shaft as the steam cylinder. In the vessel above spoken of, both cylinders are applied to the same shaft.

The vapor of ether is condensed into ether again by means of a jet of cold water, and is returned to the evaporating apparatus to recommence its circulation again.

The experimental trips lasted altogether 36 hours and 50 minutes, and occurred in nearly all kinds of weather; the force expended, averaged 70 horse power; the fuel consumed in that time, 2860.9 kilogrammes, or 1.11 kil. (2-5lbs) per horse power. The same vessel, under the same pressure with *steam alone*, acting in the two cylinders, consumed fuel at the rate of 4.31–4.51 kilogrammes (9.5–9.9lbs) per horse power.

The gentlemen composing the commission (we omitted to state that this was a Government report)—close their their report with the following remarks: "According to this calculation, there will have been obtained, by the introduction of the vapor of ether, an economy of fuel, over that expended when the two cylinders were driven by steam alone, of 3.2 to 3.35 kil. per hour, or, per horse power, 74.26 per cent.; a result so good that we scarcely dare believe it, notwithstanding that the exactness of the numbers on which our calculations are based, has been again affirmed to us, and differs little from that which our own experiments give. Besides, whether our calculation and its results be more or less rigorously exact, which further experiments will shew, we consider it as settled and incontestible that, in reference to the consumption of fuel, the system of Mr. Du Trembley presents a notable economy: and that the expense of ether, far from over-balancing the advantages of this economy, scarcely changes the result."

One of the greatest difficulties to overcome was the perfect closing of the joints, so that no leaking of that subtle and inflammable fluid, ether, could occur. Mr. Du Trembley has succeeded so well in this, that if a slight odor of ether is perceptible at first, it entirely disappears as soon as the vessel is in motion.

The danger of using ether is so slight that the commissioners are of opinion that it does not weigh at all against its remarkable economy.

Ventilation of Ships.—We notice a card, issued by the Board of Underwriters, of the city of New York, complaining of the bad ventilation of the clipper ships, which sail from that port. We also notice that the British ship *Evangeline*, recently launched at Liverpool, is furnished with cast-iron masts, which are hollow cylinders, with valves or doors at each end, which can be opened or closed at will, thus affording ample ventilation during the longest voyage, both to the forecastle and the hold. The ventilation is found to be equally effective when the ship is stationary, as when under way. We trust that our clipper ships, now obnoxious to the charge of being so illy ventilated as to damage cargos, will adopt this simple and effective plan.

Fort Wayne and Southern Railroad.—The Annual Election for Directors of the Fort Wayne and Southern Railroad came off on the 5th inst., and resulted in the choice of Wm. Rockhill, of Allen Co, John Studibaker of Wells, Jacob Crough of Blackford Charles Carter of Delaware, E. T. Hickman of Henry, J. L. Robinson of Rush, Joseph Holman of Wayne, I. T. Gibson of Decatur, B. Philips of Jennings, E. G. English of Scott, Jas. G. Read of Clark, J. S. McDonald of Floyd, W. J. Holman of Miami.

The officers of the company are W. J. Holman President, E. G. English, Vice President; D. T. Haines, Secretary; Wm. F. Jones, Treasurer.

The Stock of the Company already closed up, is said to be $1,000,000, and $400,000 more offered; about one-half of which has been obtained in the last month. The road will be 198 miles, long, from Fort Wayne to the Falls of the Ohio River. Sixty-four miles of it, from Fort Wayne to Munice, is under contract—the grubbing, clearing and much of the grading done. It is intended, if possible, to have this portion of the road completed during the course of the coming winter.

Scioto and Hocking Valley Railroad.—From a private source we learn that C. A. M. Damarin, resigned the office of Superintendent of this road, on the 10th inst. We have not learned who has been appointed to succeed him.

We have had occasion several times to call upon Mr. Damarin, for information relative to the road then under his control, and have ever been indebted to him for prompt and satisfactory replies—for which we here tender him our acknowledgments.

We understand the cause of his leaving the road to be the requirements of his own private affairs.

We wish him every success.

Mobile and Ohio Railroad.—Mr. Hallett, agent for this road, has effected a conditional sale of the bonds of the Company. A London house has undertaken the disposal of these bonds, amounting to $6,000,000; they will be offered as soon as any change in the present state of monetary affairs will warrant a hope of their sale at fair rates. In the meantime, rails are to be shipped, on the best cash terms, sufficient to continue operations upon the road to the close of 1854.

Iron Mountain Railroad.—A dispatch from Washington to Mr. O'Sullivan, received at the Pacific Railroad office yesterday, announces that the Secretary of War has sent again for M. O'S., and the dispatch says: "consent granted." So we suppose the right of way through the public grounds is now clear, and the work may go ahead.—*St. Louis Intelligencer.*

Advertisements.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

H. H. GOODMAN,
oc20 Secretary.

Office, L. & U. M. Railroad Company,
LAWRENCEBRUGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the following resolutions were adopted, viz:

"That the interest on the stock of this Company shall cease after the first day of January next, and that thereafter regular dividends of the net earnings of the Company shall be declared every six months."

"That the Secretary procure a handsome certificate of stock to be engraved in the new name of the Company, to be issued on and after the first of January next, for the principal and interest then due on stock."

"That where fractional sums less than a share shall occur, the owner of the same may pay the difference, and take a share of stock, or receive a separate certificate for such fraction, entitling the holder to a share when the residue is paid in cash, or by like certificates."

Pursuant to the above, Stockholders are requested to surrender their certificates, before the first day of January next, when new certificates will be furnished, including principal and interest due to that time. WM. G. DUNN,
oc20-3t Secretary.

Office, L. & U. M. Railroad Company,
LAWRENCEBURGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the following resolution was adopted, viz:

"Whereas, the principal places designed to be connected by the diversion and extension of the Lawrenceburgh & Upper Mississippi Railroad from its earlier bearings were the cities of Indianapolis and Cincinnati; and, whereas, under its present title such leading object of the road is not as distinctly indicated, as is desirable for general information: Therefore, be it resolved, by the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, that the corporate name of the said Company be, and the same is hereby changed, and the said Company shall from and after the first day of December next, be known by the name and style of "THE INDIANAPOLIS AND CINCINNATI RAILROAD COMPANY;" and as such shall hold, exercise, and enjoy all the privileges and rights exercised and enjoyed, and be subject to all the engagements, contracts, and restrictions incurred by said Company, under its former name, according to the provisions of the General Law of the State of Indiana, authorizing Railroad Companies to change their names.

A true copy. WM. G. DUNN,
oc20-3t Secretary.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

WANTED!

1,200 Men and 60 Masons,

UPON THE

COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†.

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Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIRS.

No. 64 Second St., one door west of Broad.. ly

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ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

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AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by

†mr17 GEO. GARDNER & CO., Boston, Mass.

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Collections made on all the principal cities of the Union

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Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.,

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, November 21st, for the Graduation, Masonry, and Superstructure of the CLINTON LINE EXTENSION RAILROAD, from Hudson, Summit County, Ohio, to its intersection with the Mad River Railroad, a distance of about 95 miles.

The route occupies a perfectly healthy country, thickly inhabited, and accessible at all points, while the work is of a character sufficiently heavy to invite the attention of Contractors.

The line will be ready for examination ten days previous to the letting, at which time Specifications, Maps, and Profiles, will be exhibited, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, Nov. 21st, for the Graduation, Masonry, and Superstructure of about twenty-six miles of the CLINTON LINE RAILROAD, from Farmington to the Pennsylvania State Line, at the office of the Company, in Hudson.

Specifications, Maps, and Profiles, will be ready for examination ten days before the letting, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

NOTICE TO CONTRACTORS.

Sealed proposals will be received at the Engineers office in Delphos Ohio, until noon of the first day of November next, for the grading masonry and bridging of that portion of the Cincinnati Dayton and Toledo Railroad lying between Minster and Defiance; a distance of about sixty miles. Plans, profiles, and specifications may be seen on and after the 25 th day of October next.

D.H.MORRISON. Engineer.
Delphos. Sept, 26 1853. s29-tt

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

Norris' Locomotive Works,
PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

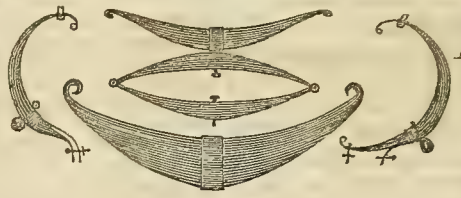
Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

jy7tf RICHARD NORRIS & SON.

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
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McDANEL & HORNER,

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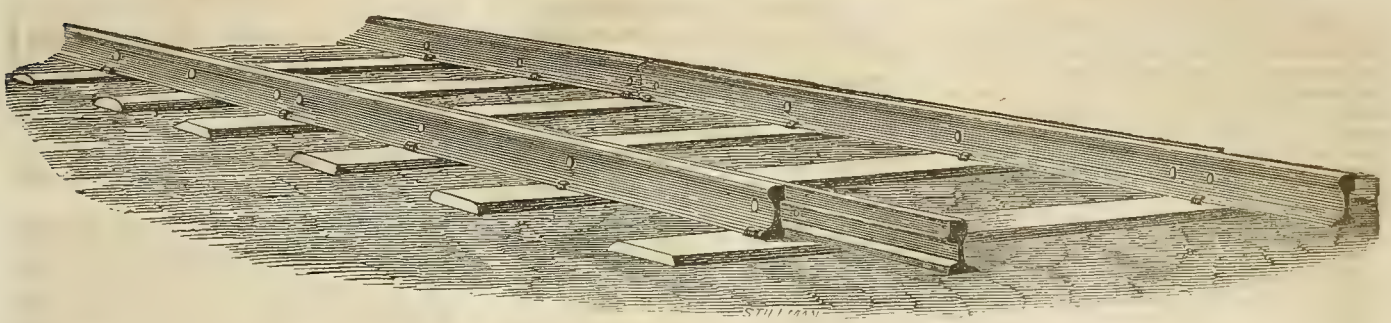
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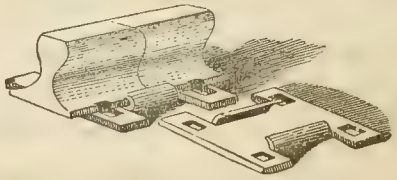
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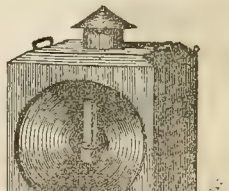
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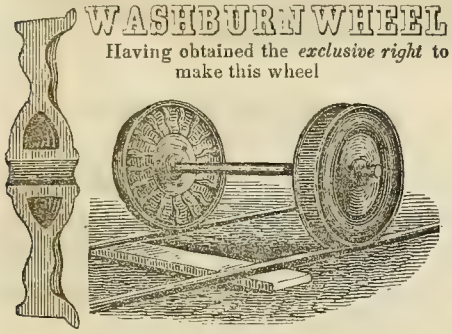
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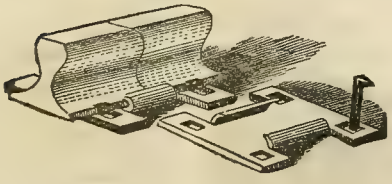
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Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
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We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

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au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.

Pittsburgh, Pa., August 15, 1853.—au18-3*

Railroad Line.

Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Six Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Accommodation Express, 6½ " A. M.
Third Train—Lightning Express, ...7½ " A. M.
Fourth Train—Accommodation.....2 " P. M.
Fifth Train—Eaton and Richmond.....3½ " P. M.
Sixth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—Accommodation, at 6½ A. M.; and second Train—Lightning Express, leaves Cincinnats at 7½ A. M. Through to Indianapolis same day.

Eaton, Richmond, and Centerville.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3½ P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

First Train——Accommodation Express at 6½ o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Vines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex ...7½ " "
Third Train—Hillsborough Train.....3 " P. M.
Fourth Train—Evening Express .....5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7½ o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7½ o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING.

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

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RAILROAD RECORD.

AND

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THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

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At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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RAILROAD MAP.

Our edition of Gest's Railroad Map, is now in the Printer's hands, and will be ready for sale before our next issue.

The Map is a new drawing, upon stone, size 24×28 inches, and contains *all the railroads*, proposed, constructing, or completed, in the states of Ohio, Indiana, Illinois, and Kentucky, with portions of Virginia, Tennessee, Wisconsin, Michigan, Pennsylvania, and Canada, laid down accurately, as to termini, points upon the lines, connections, &c., &c., and shewing at a glance the vast railroad network now in progress throughout the West.

Price, single, 40 cents plain, 50 cents colored in outline, 75 cents full colored. Liberal discounts in quantities.

THE PRODUCTION AND CAPACITY OF OHIO—FOR CEREAL GRAINS.

As the first agricultural state of the Union, either in quantity or surplus, the productions and capacities of Ohio are important to the whole nation. When it is said, that the United States has a large *surplus* of grain, meat, and lard for Europe, it is only saying the north-western states have a surplus; for independent of them, the United States has no surplus whatever. In New England, and the South, they fall short of grain and meat for their own consumption. Take the following table of the products of the whole United States, and that of the north-west (Ohio, Indiana, Illinois, Michigan, and Wisconsin)—as illustrating this fact:

United States	120,000,000 bushels	Wheat.
Ditto	600,000,000 "	Corn.
North-West	55,000,000 "	Wheat.
Ditto	190,000,000 "	Corn.

We thus see, that the production of wheat in the five north-western states is 45 per cent. of that in the whole Union; and of Indian corn, 32 per cent. The *average* production of wheat, in Ohio, for 1850 to 1853, inclusive, has been fully equal to that of *twenty states united*, viz:—Six New England states, New Jersey, Delaware, Maryland, North and South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee, and Missouri!

The production of Indian corn in Ohio, is equal to the aggregate of *thirteen states*, viz: The six New England states, New Jersey, Delaware, Maryland, Florida, Louisiana, Texas, and Arkansas.

The feeding power, therefore, is in the North-West. Cotton and tobacco cannot be eaten; nor can cotton and woolen cloth, however necessary for raiment. The *feeding power* is like coal to steam—essential to motive power. The *stomach*, whether of man or animals, is a live steam-boiler—and the steam is raised from grain and vegetables. All human locomotives, wherever placed, must cease when the supply of grain ceases.

The production of Ohio and the North-West, then, is a matter of vast importance; and without making it a matter of boast, we propose to exhibit what Ohio does in this way, and what she may do.

The distribution of lands in Ohio, is as follows, viz:

Improved Lands	9,851,433 acres.
Unimproved Land in Farms	8,146,000 "
Wild Lands	6,415,567 "
Total	24,413,000 "

There are yet some tracts which have not come on the Assessors' Lists; but they are inconsiderable in amount. From this statement it appears, that about *three-fourths* the surface of the state is owned, or inclosed as farms; but, that only one-half the farms are improved, leaving nearly *two-thirds* the entire surface of the state, *uncultivated in any way*. Of the improved lands, the distribution in 1850 was as follows:

In Wheat	1,997,106 acres.
In Corn	1,838,000 "
In Oats, Barley, &c	466,600 "
In Grass, Meadow, Orchards, Gardens, Fallow, Roads, &c.	5,849,727 "
Improved Lands	9,951,433 acres.

The arable (ploughed) lands of Ohio amounted in 1850 to 4,301,706 acres; that is about *one-sixth* part of the state.

The crop of wheat was immense, viz:—*thirty-five millions of bushels*, or more than one-fourth of what is now raised in the United States; but since that, the crops average *twenty-five millions*.

The *average* crop in any country, and the crop on fertile lands well cultivated, are very different things. We have crops of 40 bushels of wheat per acre, and 100 bushels of corn; but this is far above the common crops, and when we come to throw in bad cultivation and second-rate land, there is a wide difference between these and the *averages*.

Averaging all seasons and all lands, Ohio produces, uniformly, 16 bushels of wheat, and 35 bushels of corn per acre. In a good season, on the two millions of acres in wheat, we shall have over *thirty* millions of bushels; and on the corn lands, *seventy* millions. We have raised more than that in wheat. At the rate of the last three years, we have raised wheat enough (at the European allowance) for four millions of people, which is double the population of the state. Our corn and cattle are in proportion. So that, *somewhere* in the world, we feed two millions of other people. One million of those people, fed by Ohio, are in New England, to which we sell a million of barrels of flour, with pork and lard to match. We can feed a million more, and

those will be in Europe chiefly. Without at all infringing on a proper proportion of woods, meadows, pasture, and fallow, Ohio might cultivate *twelve millions of acres in arable ground.* At our present averages, this would give us *eighty millions of bushels* of wheat, and *one hundred and sixty millions* of corn—full enough for the support of *twelve millions of people!*

In such a case the population of the state would be increased to five millions, and the surplus would feed seven millions elsewhere! With high cultivation—such as is rapidly coming into practice—this state might support sixteen millions, which would make a density of population equal to 400 per square mile. Probably, it will increase rapidly till it attains 100 per square mile; or four millions of people. Till it reaches that point, it will continue to be the largest exporting State of agricultural products.

In regard to the amount of wheat *actually* raised in the United States, there is a mistaken idea. We do not (according to the English allowance per individual) raise any surplus whatever! But, by the great consumption of Indian corn, as a breadstuff, we make a surplus of wheat; and it is in that way only. The past two or three years being good wheat years, we have an old stock lying over; but we cannot after all export to any such extent as England and France need. They get their largest supplies from the Black Sea. If we export twenty millions of grain this winter, the spring price in our markets will be unusually high.

Railroads.

CINCINNATI AND MACKINAW RAILROAD.

We are indebted to the President of this Company for a copy of the Engineer's Report, which we commend to the notice of our readers.

FINAL REPORT OF THE SURVEY OF THE CINCINNATI AND MACKINAW RAILROAD.

To the incorporators of the Cincinnati and Mackinaw Railroad.

GENTLEMEN:

Agreeably to your request I have now made and completed an actual survey of the route for the Cincinnati and Mackinaw Railroad, from Greenville, Ohio, to the State Line of Ohio and Michigan; also, I have caused to be made a reconnoissance of the whole route for this railroad through the State of Michigan to the Straits of Mackinaw. In regard to the route for the road from Greenville to the State Line, I would remark, that the whole route is very favorable, and that the surface of the country is very regular and level. The distance from Greenville to the State Line is 111 miles; from Cincinnati to Greenville, by way of the Cincinnati, Hamilton & Dayon and Twin Creek Railways, when completed, will be 84 miles, making the entire distance from Cincinnati to the State Line, by this route, 195 miles. The route from Greenville to the State Line can be built on nearly an air line, passing through the county-seats of several of the western counties of the state; there are but three-fourths of a mile of curved line out of the whole distance from Greenville north.

The grading will of necessity be light, on account of the level country over which the road passes, and there will be no grade exceeding 25 feet rise per mile, making this route, both in grade and curvature, one of the best in the West for the transportation of heavy trains of freight.

The cost of construction will be less than $17,500 per mile, which is quite reasonable, considering the high price of labor and materials at present.

The country through which this route passes is but thinly populated, in comparison with other portions of the state; but it is being settled rapidly; and with the completion of this road, thousands of acres now lying idle will be cultivated, and their produce will seek that market from which it is now cut off, over this thoroughfare. Between Greenville and the State Line, this route crosses seven different lines of railroad, running to and from various points, east and west, at each of which crossings there must necessarily be more or less transhipment of freight and passengers, thus adding materially to the business of this road. From the southern boundary of Michigan to the straits of Mackinaw the route has been reconnoitered, and there can be a railroad built on or near an air line running due north, passing through Hillsdale, a town of considerable importance, on the Southern Michigan Railroad, and Lansing, the capital of the State. In the southern portion of Michigan the land is somewhat rolling, and the route would of neccessity contain more curvature than in this state; but a very direct line with easy grades can be obtained.

North from Lansing the surface of the country is much more regular, and the line of the road will pass for the most part through a new and unbroken region, but filled with boundless wealth in its timber and minerals. There are vast pine plains and coal districts through the midst of which this road will pass, thus opening to the South a great thoroughfare over which to obtain these valuable products of the North. At this time Cincinnati, and all cities along the waters of the lower Ohio, are seeking for some point where a supply of pine lumber can be obtained to fill that market which the Allegheny country, with all its resources, is unable to supply—and where, I would ask, can it be obtained so easily as from the pine regions of Michigan?

In the North, it is proposed to terminate the road near the Old Fort, on the straits of Mackinaw, where, to the opposite side of the straits, the distance is but little over four miles, and is navigable for boats both summer and winter, thus forming an unbroken communication with those regions in and around Lake Superior, which are nearly shut out from us for five months in the year, on account of the freezing of the Lakes, and consequent close of navigation.

This route, in connection with the routes building south from Cincinnati, will form an unbroken chain of railroad from Lake Superior to the Gulf of Mexico, over which the inhabitants of the North and South can interchange their products. It is well-known that there are now millions of dollars invested in the mineral regions of Lake Superior, which are materially injured by the navigation being closed for so long a season of the year; but the line of this road being built, an open communication can be had with the mineral regions throughout the whole year; and with a road built north of the straits, the mineral products of this region could be transported to any point East, South, or West, at all seasons. I will here state that the line of this road runs through the very center of the coal fields of Michigan, which will be of vast importance to the manufacturing interests of that state, as well as our own.

The whole distance by the railroad line, from Cincinnati to the straits of Mackinaw, will not be far from 500 miles, of which there are now about 100 miles completed, the remaining 400 miles run through one of the richest portions of the West, and can be built easily and cheaply; and it is a road in which the citizens in the South, as well as capitalists East, should take a deep interest, and none more so than the General Government and the State of Michigan, as millions of acres of their lands will be made easy of access to any market.

It is plain to be seen that this route is destined to be one of the greatest thoroughfares in the country, bisecting as it does, in connection with other Southern railroads, viz: from Cincinnati to Lexington, Lexington to Nashville, Nashville to New Orleans, and by the Mobile and Ohio Railroad with Mobile—this whole country, from nearly its most northern boundary to the Gulf of Mexico. I will also remark, finally, that everywhere in the neighborhood of this line, I found the inhabitants deeply interested in the success of this undertaking; and I have no doubt, would subscribe largely in money and lands, in order to secure the completion of this great work.

GEO. J. WELLINGTON,
Chief Engineer of Survey of the Cincinnati and Mackinaw Railroad.

Oct. 24th, 1853.

LOUISVILLE AND MEMPHIS RAILROAD.

HOPKINSVILLE CONVENTION.

The proceedings of this Convention fill ten columns of the Hopkinsville Press. The body adjourned after a harmonious session. The vote to build the road was passed without a dissenting voice, amid great applause. The engineers estimate the cost of the road at $22,000 per mile. The road is thirty-three miles shorter than on the Nashville road. The grade is forty feet to the mile lower than any other road in Kentucky—the curves are larger, and the speed will be greater. At seventy miles from Louisville, the road strikes the coal and iron of Breckenridge county, and if that city builds the road to that point, at a cost of $1,400,000, just for coal and iron alone, the capital will pay from ten to fifteen per cent. on the investment, and save to the consumers of the city $240,000 per annum, on the present consumption of 3,000,000 bushels of coal.

Mr. Livermore's report says that from Lafayette, in Christian county, Ky., an instrumental survey has been made through Tennessee to Memphis, on a generally direct course. The report of the engineers making the surveys have not been published; but information has been obtained verbally from them and others, from which it appears that the line is highly favorable. A route between the Cumberland and Tennessee rivers, with grades not exceeding forty-five feet to the mile, has been obtained; and Mr. Livermore expresses the opinion that the direct route through Stewart and Henry counties is decidedly the best.

The counties of Muhlenburg, Breckenridge, Ohio, Grayson, Meade, in Kentucky, and Stewart and Henry, in Tennessee, were pledged for large contributions to the road. Mr. Haswell, of Breckenridge, stated that, in addition to other aids which would be given by Breckenridge county, if the road should approach within six miles of the mines of the New York Cannel Coal Company of that county, (upon one of the routes which had been reconnoitered,) he was assured that the company would subscribe $150,000 to its stock. The contractors will also take $1,000,000 in stock of the road.

The following are among the resolutions reported by a select committee, and adopted by the Convention:

WHEREAS, The Civil Engineers, Messrs. Lee, Newell and Livermore, who were appointed to reconnoitre the most direct and practicable route for a straight line railroad from the city of Louisville to the city of Memphis, report that such a route can be had from Louisville through the following counties to the Tennessee State Line, viz: the counties of Jefferson, Hardin, Meade, Breckenridge, Grayson, Ohio, Muhlenburg, and Christian, a distance of 169 miles, at the cost of $3,718,000, being $22,000 per mile, this Convention will enter upon the necessary steps to cause said road to be built upon such one of the routes reported by said Engineers, as shall be adopted upon the report of a competent Engineer by instruments, of the lowest grade and fewest curves, at the shortest distance, and cheapest price, and as this Convention, at its session at Greenville, appointed a committee to procure the grant of a charter for said road from the Legislatures of Kentucky and Tennessee, and whereas this Convention is assured of the hearty co-operation of the city of Memphis and the counties in Tennessee along the line of the road—Therefore,

Resolved, That this Convention on the expressed opinion of the delegates from the city of Louisville and the several counties along the line of the contemplated road, that on proper representations to the people of said city and of the counties as to the resources of the counties through which the said road will pass, and of the certainty of said road when built being a paying road—That said city and said counties be requested to vote to build said road not less than the following sums respectively:

Louisville,	$1,000,000
Hardin and Meade,	100,000
Jefferson,	150,000
Breckenridge,	200,000
Grayson,	190,000
Ohio,	200,000
Muhlenburg,	200,000
Christian,	300,000

and direct the committee, on the grant of the charter in Kentucky, to obtain from the Legislature an act authorizing the said city and counties to vote for that, or any such sum, as the said city and counties in their respective city and county meetings shall indicate a willingness to subscribe.

Resolved, That a committe of five persons be appointed, to be styled the executive committee, to reside in Louisville, with power to supervise the affairs of said company; to whom all communications shall be addressed; and who may take such steps as they may deem necessary to promote the interest of the project, until the charter shall be granted by the Legislature; that said committee have power to fill vacancies in their body, and appoint such agents as they may deem necessary for the best interest of the same.

Resolved,—That each county and city on the line be requested to appoint, by public meeting or otherwise, a committee to solicit donations for the purpose of aiding in carrying out the organization of a railroad company; that said committees be requested to keep strict and correct account of all donations received by them, that they give each person contributing to said funds a certificate stating the date and amount thereof, and that they carefully register the same. And the faith of this Convention is hereby pledged that all such certificates of contributions shall be redeemed by the future company organized hereafter by the payment of the same in the stock of this company; and that they forward said contributions to the executive committee, who shall forward their receipt for the same.

On motion, the following gentlemen were appointed the Executive Committee under the resolution, viz: Gen. W. S. Pilcher, Honorable James S. Speed, Wm. Watkins, A. A. Gordon, and J. S. Lithgow.

Mr. E. Rumsey offered the following resolutions, which were adopted:

Resolved, That a committee of four persons—two of Memphis and two of Louisville—be appointed to prepare and publish an address, or addresses, separately or conjointly, setting forth the practicability of, and the benefits likely to result to the intermediate country and the above cities, from the direct or air-line railroad.

Resolved, That Col. Robertson Topp and Dr. Booth, of Memphis, and Gen. W. S. Pilcher and Dr. T. S. Bell, of Louisville, constitute said committee.

CLINTON LINE RAILROAD AND EXTENSION.—In our advertising columns will be found a notice of the letting of the portion of these roads between Hudson and the Mad River Road. The attention of contractors is invited.

The Hudson *Visitor* says of the road—

The surveys on this great line of road have now been completed, from the State Line of Ohio and Pennsylvania to its intersection with the Mad River Road, and the location so far settled that the entire line is to be put under contract on the 21st day of November. The line is very direct, being but five or six per cent. over an air line, and from its lying on the crest land which separates the waters of Lake Erie from those of the Ohio river, admits of light grades with a very low cost of construction.

The Clinton Line Company have carried forward their work noiselessly, but with much energy. The contractors on the portion let have made commendable progress in their work; and from the enquiries already made, no doubt is entertained that the letting on the 21st of November will be of a most favorable character to the company, whether the responsibility and efficiency of the contractors, or the prices of the work be regarded. The right of way, with small exceptions, has been secured over the entire line, free of charge to the company; and the enthusiasm in favor of the enterprize in the neighborhood of the road, is attested by the remarkably heavy subscriptions to the stock of the company."

HEAVY TRAIN.—We learn from the Philadelphia *Ledger*, that on Thursday last, Mr. Charles Williams, engineer, running the locomotive named "*Thor*," started from Mifflin station, on the Pennsylvania Road, with a train of 116 loaded cars, and arrived at Harrisburg, making the running time between the two stations, a distance of 49 miles, in three hours and forty-nine minutes. The tonnage of this train amounted to 962 tons. This is the more astonishing from the fact that the locomotive is of the class denominated coal burners, and is without a parallel on the records of railroad statistics. The locomotive was built by Ross Winans, of Baltimore.

THE GRAND TRUNK AND THE GREAT WESTERN RAILROAD COMPANIES.—We hear that at the last meeting of the Grand Trunk Board, a resolution was passed, that, in consequence of the recent proceedings of the Great-Western Directors, and their offensive and unfounded assertions against the Direc. tors of the Grand Trunk Company, all communication between the two Boards should cease.—*Montreal Pilot.*

RAILROAD EARNINGS.

MAD RIVER AND LAKE ERIE RAILROAD.

The earnings of this road for the months of September, 1852, and 1853, were; as follows:

	1852.	1853.
Passengers	$13,481 32	$30, 589 92
Freight	38,808 86	53,042 53
Mails	1,390 00	1,790 00
Total	$53, 680 68	$85,422 50
Increase in 1853, 61 per cent		$31, 741 82

VIRGINIA AND TENNESSEE RAILROAD.

The earnings of this road for the month of August, were as follows:

Freight	$6,538 91
Passengers and Express	6,333 00
Mail service	222 08
	$13,093 99

PENNSYLVANIA CENTRAL RAILROAD.

The earnings of this road for September, and for the year, compare with the corresponding periods last year as follows:

Receipts for the month ending September 30th, 1852,	$ 260,036 76
Same month last year	169,441 51
Increase	$90,595 25
Receipts from Jan. 1, 1853, to September 30th, 1853	2,104,906 53
Same period last year	1,412,430 36
Increase	$692,476 17

BALTIMORE AND OHIO RAILROAD.

The earnings of this road for September, were as follows:

September, 1852,	$271,029 44
September, 1853,	192,625 48
Gain this year	$78, 403 96

The receipts for the year ending Sept. 30, were $2,013,826, against $1,325,563 for the year ending Sept. 30.1852, a gain of $688,262.

NEW YORK AND HARLEM RAILROAD.

The earnings of this road for September show a large gain over those of the same month last year. The figures are:

September, 1853	$90,575
September, 1852	69.339
Increase 30 per cent	$21,186

Mr. Sloat, the Superintendent, has resigned after five years service.

MEMPHIS AND LITTLE ROCK RAILROAD.—The following article is from the Little Rock *Gazette and Democrat:*

We had the pleasure of announcing to our readers, several weeks since, that the survey of the Memphis and Little Rock Railroad had been completed as far as St. Francis river. No doubt is entertained of its entire practicability. That it is now, and, will in all time to come be the most important railroad in the state of Arkansas, is clear to us, as it must be to all reflecting and intelligent men. That we can get more foreign aid to build this, than any other road, has already been made manifest, and is known. We say this in disparagement to the claims of no contemplated road in the state; for we are in favor of them all.

ILLINOIS CENTRAL RAILROAD.

A SUCCESSFUL SPECULATION.

If we are not much mistaken, the building of the Illinois Central Railroad will prove the most successful speculation that was ever tapped even in this go-ahead country. By means of good luck and perseverance, less than a dozen live men—locomotives in striped cassimeres—have become possessed of a first class railroad, 706 miles long, and worth at least $40,000,000, and all this without the outlay of one consecutive cent. Let us devote a few moments to its history.

The State of Illinois, in 1830, with a population of about 40,000 small farmers, authorized a loan of $12,000,000, or $300 for every family in the State, to construct public works. One of them was the Central Railroad, running from the junction of the Ohio and Mississippi rivers, north to a point on the Illinois river; thence branching north-east to Chicago, and north-west to Galena. The state spent on this work $3,000,000, and failed. In 1850, the United States granted equal to 2,672,000 acres of land within fifteen miles of the route of the road, to aid in its construction. The dozen gentlemen alluded to, stepped forward and proposed to the State to take this land and build the road with it. The state accepted the offer, and passed an act in February, 1851, incorporating the said gentlemen, and endowing them with the 2,672,000 acres, and, in addition, all the old property and remains of the old Central road.

This charter is perpetual, being a mere contract between the state and company. In consideration of the lands, the company was to put the road in operation. Having done this, it is to pay the state seven per cent. per annum, on the gross income, in lieu of all taxes, forever. The state has then no control over the company, and any dispute between the high contracting parties, must therefore be settled in the United States courts. The lands belonging to the company are in alternate six-mile sections, the Federal government reserving the intermediate sections. At minimum prices, the company's lands are valued at $25,000,000—a sum greater than the whole cost of the road. As we said before, the Illinois Central Railroad is the great speculation of the age. The whole enterprize has been carried forward with a determination to win, and we are pleased to say that the determination has been realized. The directors have made immense fortunes by their zeal and courage, but they are not the only people who will realize golden results from the completion of that great enterprize.

There are on the road 11,000,000 acres of private lands, which sell at an average of seven dollars, when they would not before bring three dollars—a rise of $44,000,000 already, based upon the availability of the produce market. The alternate sections of the Federal government, numbering also 2,650,000 acres, which have been held at the minimum of one dollar and twenty-five cents, have sold this fall, at an average of five dollars

The Government will thus realize $7,000,000 of profit, in consequence of giving away half its land in that locality. The State of Illinois, at the same time, by having its rich soil opened to the thronging emigrants, is rapidly increasing in population. No city in the whole country increases more rapidly than Chicago; and as its connection with the rich back country increases, its importance swells. When the Central road was projected, Illinois had 40,000 families — it has now 350,000. The region of country through which the railroad runs is of the finest sort, and its availability not only affords fair supplies of produce, but opens up an extensive market for merchandize.—*N. Y. Day Book.*

All very well, so far, Mr. Day Book—but this does not tell all the story. The United States, the State of Illinois, and the "dozen live men" you speak of, are, no doubt, benefitted by the construction of this road, and the monopolizing of such a vast quantity of Government lands, lying so nearly in one body—but are the emigrants benefitted? Are those who are depended upon to fill up these new countries benefitted by this raising of the price of lands, from $1,25 to $5, $10, and even $25 per acre? We should think not. The entire lands are in the hands of speculators, and it will be a long time before they will be *all* occupied by producers. Many places along this line of road will, doubtless, be occupied for the sites of towns. Indeed, several important points have already been pitched upon for such purposes; around these, mechanics and laboring men may settle, but such are not the points for farmers, emigrants, and such like. They will seek producing land, and at less price. The company's lands, upon the line of the road, when sold will benefit the State in the way of taxable property, and the increased value of the intermediate sections, will not only repay the Government for the lands granted, but leave a large surplus; and the lands granted to the company, will not only build the road, but leave a large balance in the hands of the "dozen live men"—but emigrants desiring to settle on Illinois wild lands, will have to look for such elsewhere than upon the line of this great railroad.

ALEXANDRIA AND BLOOMINGTON RAILROAD, Mo.—This is a proposed line to connect Bloomington, Macon county, with Alexandria, Clark county, on the Mississippi, opposite Warsaw, Illinois, thus opening a north-eastern connection through Illinois. At or near Bloomington, it will connect with the Hannibal and St. Joseph's Road. Spirited meetings have been held, and propositions for county subscriptions are now before the people for their suffrage.

RAILROAD IRON.—One of our Wheeling exchanges says:—We saw at the depot of the Baltimore and Ohio Railroad yesterday, five tons of smooth, well wrought, T rail, manufactured at the new Washington Works of Messrs. Wilson, Sweeney & Co., of this city. It will be shipped this morning to Winchester, as a specimen sent at the request of the Directors of the new Winchester branch, connecting with the Baltimore and Ohio Railroad.

RAILWAY BRIDGE AT NIAGARA,

The New York *Evening Post* says :

This great work, which is to unite the United States with Canada by railway: is rapidly advancing, under the supervision of Mr. John A. Roebling, an engineer favorably known in connection with the suspension aqueduct on the Pennsylvania Canal, at Pittsburgh, and a suspension bridge over the Monongahela, near the same place. As it is to be, on some accounts, one of the most remarkable mechanical achievements in the world, we shall be pardoned for devoting considerable space to a careful description of its plan and prospects. It is well known that Stephenson, the Magnus Apollo in engineering, whose fame rests upon his Tubular Bridge over Menai Straits, has decided against the suspension principle as applied to railway bridges, mainly on the ground that it is incapable of rendering them sufficiently stiff. The successful construction of this work, therefore, at Niagara, will make an era in bridge building. It will be doing what has not merely never been done before, but what has been pronounced by the highest authority impracticable.

The present suspension bridge, having been constructed in 1847 to aid in the erection of the railway bridge, will be removed after performing that service. It was begun by a boy on the Canada shore, who elevated a kite, and by that means established a thread communication with the other side. Over this *tow-path* wire was drawn, and the wire cables were soon formed.

The railway bridge will consist of two parts, each suspended from two cables; a covered one for common travel, and above that, on its roof, an open track for the railroad. It was first intended to build a bridge with a single floor, but the difficulty of rendering it wide enough for purposes of horse, foot and steam locomotion at the same time, without making it too heavy and too expensive, caused the plan to be abandoned. The double floor of this bridge simplifies the problem of rendering stiff support, to the weight of a railroad train, by placing under it, in addition to other props, the trusses that will form the sides of the lower portion of the bridge. The hollow tube, also, which that part will form, is expected to aid materially in strengthening the work, operating like the tube in Stephenson's bridges.

The bridge will be 800 feet long, hung by wire ropes, five feet apart, to four huge wire cables, stretching from shore to shore, with a considerable deflection over the tops of towers 60 feet high. The towers are now far advanced towards completion, having been begun four or five month since. They are 15 feet square at the top, of a dark colored limestone, very hard and compact. But the first operation, which was commenced last winter, was to sink eight shafts 25 feet deep, in the rock below the towers, four on each side of the river. In the bottom of each of these, enlarged for the purpose, a cast-iron plate, six feet square, was placed, to which an immense chain was fastened. The shaft was then filled in with masonry, the chain being imbedded in a mixture of cement, lime and sand. These chains reach the surface, outside the base of the towers, and are to connect with the cables. They will be 66 feet long, each consisting of eight links, that average over eight feet in length. The links are made alternately of seven and eight plates of wrought iron, each plate formed into one piece without a weld. Each link of eight plates has been "sandwiched in," to use an expressive phrase, the plates of the seven-fold link, and the whole fifteen are riveted firmly together by an iron bolt $3\frac{1}{2}$ inches in daimeter. The anchor plate at the bottom of the shaft cannot be lifted until the whole rock is raised bodily, with all its incumbent masonry. Nor can the plates and chains give way from any force which can be withstood by the cables, and they are calculated to withstand a pressure four times greater than the whole weight of the superstructure, combined with any load that will ever be placed upon it. The towers, it will be observed, act as fulcrums, between the chains on the one side and the cables on the other, and the weight of a loaded bridge will not act upon them sideways, but vertically.

The cables are to be $9\frac{1}{4}$ inches in diameter, each formed of 3,390 strands of wire. Long lines of wire are first formed, by fitting the ends of separate pieces to one another, and wrapping them round with smaller wire. These are then dipped in boiling oil and dried, and the process is repeated a number of times until a coating is formed that will protect the metal thoroughly from the moisture. The wire is then wound round large cylinders. These operations are now going on upon the Canada shore. When the cable comes to be formed, the wire will be drawn over to the American side, one strand at a time, passed through the link of a chain, then drawn back to the other side, passed through a chain there, and so on, back and forth, until the whole cable is made up; this will then be tightly wound round with a small wire. The cables will connect with the chains, after passing through iron saddles on the top of the towers, there being iron blocks with a groove fitted to the cable. Each saddle rests upon a wrought iron roller, three inches in diameter, that rolls on a smooth iron plate. This is to accommodate any slight motion that may arise from unequal tension between the chains and cables, when the balance is from any cause disturbed.

Stephenson's great objection to the suspension principle, as was stated above, was the want of stiffness. It is conceded by the engineer of this bridge, in his report on this subject, that wire cables alone will not be sufficient. But he relies for stiffness, first, on the timber placed under the railway. Two girders, as they are called, or longitudinal timbers, four feet deep, are to be placed in the upper floor, for the immediate support of the track. In addition to these, are the trusses or sides of the lower bridge, which will consist of upright posts, five feet apart, supporting the upper floor, and connected with one another by a light bridging and by iron rods. Any pressure upon either floor is thus shared with the other. These rods are to be one inch in diameter and $2\frac{7}{8}$ to 3 feet long, and will connect the posts by fives, crossing at right angles, between the top and bottom of the first and fifth. The vertical action of each post is by these means transferred to each of those with which it is connected. The rods will have a nut at each end, which will be screwed up tight to the post, so that these rods will make the trussing extremely rigid. Besides these two sources of stiffness, stays will be made use of, that is, iron rods reaching out from the towers to the bridge at different angles, like those sometimes employed to sustain a long and heavy gate. These three resources, it is believed, will supply to the bridge all needed stiffness,

The action of the wind will not be very great, the trussing of the lower bridge being quite open, and allowing it pretty free passage. The width of the lower part will be nineteen feet clear of the upper twenty-four feet, the latter being elevated twenty feet above the other floor, and 230 feet above the water. As to the capacity of the bridge, supposing it to be covered from end to end with a loaded train, the weight of such train is estimated at 430 tons, which added to the weight of the bridges, 782 tons, and 15 per cent. on the weight of the train, as the result of a speed of five miles an hour, viz: sixty-one tons, make 1273 tons. The tension of the cables resulting from this and their average deflection is equal to 2240 tons. Their capacity is 10,000, or more than four times that tension. The tension referred to, it will be observed, is an extraordinary one, as it can scarcely be supposed that a loaded train equal in length to that of the bridge, will ever be allowed upon it. Assuming, as the engineer does, 2000 tons as a tension to which the cables may more frequently be subjected, he has provided a resistance equal to five times that. The covered floor, were it crowded to its utmost capacity, might hold 310 tons. But as this might be closed in case of a very heavy train approaching, before it was allowed to come upon the bridge, it is not necessary to make a calculation for an extreme load upon both parts at once.

The suspension bridge at Lewiston is 1040 feet in length, the largest in the world. This will be 240 feet shorter, but a far more surprising work.—It is to be done next June. Its cost was estimated at $250,000, but it is likely, we are told, to exceed that sum. Supposing it is twice as much, what a saving, even then in comparison with the immense expenditure to which Stephenson has subjected the English at Menai Straits and Montreal. The tubular bridge at Montreal is not yet done or paid for, to be sure, but its cost is estimated at $700,000.

Cleveland, Madison, and Louisville Railroad.—We learn that a company has been organized at Cleveland for the purpose of building a railroad from Bellefontaine, *via* Troy to Eaton, to connect with the Madison and Lake Erie Road. Individual stock subscriptions have been made to the amount of $500,000, and the people of Cleveland and along the line of the proposed road, stand ready to increase these subscriptions to the amount necessary to put the road through in the shortest possible time. A meeting for conference between the Directors of the Louisville and Covington, Madison and Lake Erie, and the Eaton and Bellefontaine roads, will be held soon.

Marshall and White have returned from the Lake cities with the most cheering accounts of the prospects for the speedy consummation of the plans of the friends of the enterprize, which will enable the directory to put the road under contract, as soon as the necessary surveys have been completed.—*Madison Courier.*

☞ Gen. Leslie Combs has taken the stump in behalf of the extension of the Lexington and Danville Railroad south to McMinnville, Tenn. The General proposes to address the people at various points on the route.

CLEVELAND, ZANESVILLE AND CINCINNATI RAILROAD,

FORMERLY THE AKRON BRANCH.

The Zanesville *Gazette* says:—Since our last issue, Mr. Perkins, the President of the above road, has been in our city for the purpose of eliciting interest in an undertaking to which we ought to have been sufficiently alive, without any such prompting.

The nature of the country through which it will pass, the value of the trade which will become tributary to this point, and the direct communication it will open with the lakes, are all reasons so intimately connected with the prosperity of our city, that it would be blindness to disregard them. A further claim on our attention lies in the fact that a considerable portion of the road is already constructed. From Cleveland to Hudson, 26 miles, the Cleveland and Pittsburgh road forms an economical connection. From Hudson to Akron, 14 miles, the road proper is in operation, and has already declared a dividend of ten per cent. upon its actual cost. From Akron to Millersburg, 46 miles, the graduation is completed, and ready for the rail, which has been purchased at $55 per ton. The whole distance from Zanesville to Cleveland is 140 miles, of which only 54 miles, the distance from Zanesville to Millersburg, remain to be provided for. It is estimated that the cost of this will not exceed $480,000, or about $9,000 per mile. The odd $80,000 it is thought from the amount already pledged, can be secured without any difficulty between Zanesville and Millersburg. Of the remainder, it is expected that Cleveland will furnish $100,000. To Cleveland the road is indispensible. Without it, she will find that her rival, Sandusky, will usurp the trade of one of the richest valleys in Ohio, and which she has always heretofore enjoyed. This is not, and has not been undervalued by her, and there is no doubt, if the enterprize is made to assume a hopeful character, that she will respond to the call made upon her in the proper spirit. To give it this aspect, it remains for our city to provide for the remaining $300,000.

We are glad to see that our City Council has already taken the matter into consideration; a transfer of $35,000 of the stock owned by the city in the Wilmington road, is proposed. The city Board of Trade fully approves of the proposition, and has in addition appointed a committee to wait upon the commissioners of the county to urge a transfer of one hundred thousand dollars of the stock held by the county in either of the present roads; the same committee is also authorized to confer with the authorities of Putnam, relative to the transfer of their interest in the Cincinnati, Wilmington and Zanesville road.

We earnestly hope these efforts may be successful. They seem the only feasible means for raising a large part of the necessary amount. Should private subscription and transfer of stock in other roads reach the sum of $100,000, it will be as much as could be reasonably excepted. Those who are best informed upon the subject, suppose that a vigorous effort might accomplish this much.

NORTH AND SOUTH RAILROAD.

We take the following from the Evansville *Journal*, as it gives an insight into Mr. Smith's plan of a connection with the Evansville and Indianapolis, Straight Line and the South.

"Some time since the Hon. O. H. Smith was in the city of Memphis, endeavoring to arouse the city to co-operate with him in the extension of the Cleveland, Indianapolis and Evansville Railroad, of which he is the President. The subject at that time excited a good deal of interest, but I have heard nothing of it of late."

I thank the writer of the above communication, for reminding me that I have not kept the public advised of the prospects of the work, as I am sure its friends, at least, will be gratified to learn that it has lost none of its interest; but on the contrary, has been gaining strength from the time it was first projected, not only on the line, but where ever it has been brought prominently to the public attention. It is not proper that I should trouble readers with my numerous private communications from gentlemen of high standing on the line, giving me every assurance that the right spirit prevails. The object will be, to make this link in the great North and South Railroad, upon the most direct line from Evansville to Memphis. So as to guard the road and the stockholders against competing lines by shorter routes; the line will probably run through Smithland and Paducah, and from Paducah on the straight line to Memphis. I learn that this line may be constructed on remarkably easy grades, and will pass through a country unsurpassed in fertility of soil. The committee appointed at Memphis have prepared the charter, to be presented to the next session of the Legislatures of Tennessee and Kentucky, and no doubt is entertained of its passage, when the company will be organized by the kind of men that will ensure success. I feel a deep interest in this link in the great North and South Railroad; not merely because it will be of immense importance to the work in which I am directly engaged, but because it will place Indiana in her true geographical position, as regards the business and land between the North and the South. We have the direct line, and I trust its friends may at the proper time, come up to its aid in that spirit that will ensure its ready completion.

O. H. SMITH.

NEW YORK ATLANTIC, AND PACIFIC RAILROAD.— In connection with this road, the Houston (Texas) *Telegraph* asserts that, from recent surveys, the fact has been revealed that a belt of country, varying from 10 to 100 miles broad, extends quite across the continent, from the Atlantic to the Pacific, which is so level that a railroad can be extended the whole distance, without traversing a mountain range. The Pacific Railroad may be extended in an air line from Sacramento to San Diego, on this route, with as little difficulty as on an open plain.

The amount already subscribed nominally, if not *bona fide*, is $70,000,000—capital stock. $100,000,000.

Another meeting of this company will take place on the 3d of November. Officers will then be elected, and the company will be fully organized. Mr. Gray, the Engineer, is organizing his surveying party, and will set out for the Rio Grande on the 26th of the present month. He expects to have a reliable and satisfactory survey of the whole route executed for the use of the company, in the course of the ensuing spring.

MEMPHIS AND GRANADA RAILROAD.—An intelligent corps of Engineers have been organized on the Memphis and Granada Railroad. They will be placed in the field for active operations as soon as the necessary camp equipage can be procured, and the reconnoissances will commence at once. The Engineers will not be delayed longer than Wednesday next. The distance between the two points is estimated at ninety-three miles, and it is believed no great obstacles will be encountered in running the road. We are pleased to learn that $900,000 have already been subscribed in the stock of the road. This sum will be largely increased before the surveys are completed, and contracts will be entered into immediately.

NASHVILLE AND MEMPHIS RAILROAD COMPANY.—The meeting of the Board of Commissioners of this road, held at Brownsville, on the 3d inst., was largely attended. We learn from a gentleman, who was present, that over $700,000 of stock was represented by delegates, while the people of Haywood and Tipton counties manifested the liveliest interest in the proceedings of the Board. The following gentlemen were elected a Board of Directors of the Memphis and Nashville Railroad Company: Robertson Topp, President; W. B. Miller, Samuel Bond, A. B. C. Debose, William Coward, R. F. Macklin, J. B. Stanton, and George T. Taylor.

The President and Directors being present, organized, and elected J. T. Trezevant, Secretary and Agent of the Company.

The Board appointed a committee to contract with an Engineer, and put him in the field immediately. The Board also ordered a call of two per cent. to be made upon the stockholders, to be paid to W. B. Miller within thirty days. The prospects of this road are very flattering.—*Memphis Eagle & Enquirer.*

Communication.

INIQUITY IN HIGH PLACES.

The following from the pen of one of our correspondents is very severe, but just. Similar outrages have occurred within our own knowledge, and from the known probity of the writer, we have no doubt of the verity of the cases here cited.

There is also another subject of complaint made against these "Ticket Offices," though there are, of course, honorable exceptions, that is, that little or no information can be obtained from the ticket-sellers as to connections of trains, hours of departure, &c.; and usually when answers are vouchsafed, it is done grudgingly, and with as little satisfaction to the enquirer as possible. This should not be. Travelers cannot always obtain correct information before reaching the depot, and there they expect, and should ever find ready and correct replies to all queries appertaining to the running of the various roads. Persons employed in such stations should be "posted up" in such matters, and should also bear in mind that a pleasant word cost nothing, while it wins a host of friends.

For the Railroad Record.

MR. EDITOR:

Those with whom I have do, I will not call them men, neither will I call them gentlemen. But let me define a standard—Who are men? Human forms erect in the image of God; dissolved from policy, and wedded to principle. Who are gentlemen? Men of unreserved civility; devoted to private and public good. Go with me, reader, and apply this rule to such characters as I present to your vision.

We are in Federal Street Station, Allegheny City. Do you see that man approaching with a carpet bag on his arm, of humble mien? He is the victim of his own credulity, and the designs of the crafty. In the simplicity of a confiding soul he tells the ticket-master that he wants to go to White Pigeon, Michigan. He is informed by the ticket agent that he cannot ticket him to White Pigeon, but that he will to Chicago, for the same price.

The man takes his ticket, and seats himself in the car, unconscious of the trap that is laid for him—full of hope that ere another miridian sun, he will be in the bosom of his family.

At the junction of the Ohio and Pennsylvania, and Cleveland and Pittsburgh Railroads, where he expected to change cars for Cleveland, Toledo, and Southern Michigan Road, he is reminded of the fact, that his ticket carries him to Mansfield, and thence to Sandusky City, across the Lake to Detroit, and over the Michigan Central Road.

Not being aware of the fact before arriving at Alliance, he allowed the train from Pittsburgh to pass on to Mansfield and Crestline.

It is Saturday—and he must pay his passage from Alliance to White Pigeon by way of Cleveland, or remain here until Monday, and go to Michigan City on the ticket he holds; and then pay fare from Michigan City back to White Pigeon, over the Michigan Southern Road.

Now, do the officers of the Ohio and Pennsylvania Railroad Company chose to be ignorant of these things, that a few more dollars may find way into their treasury?

Again, reader, we are in Union Depot, Indianapolis. A lady approaches the ticket office, and puts the ticket-master upon his honor to tell her the best route to Columbus, Ohio. He sells her a ticket to Galion, on the Cleveland and Columbus Road; here she must remain till twelve o'clock at night, and arrive in Columbus the next day at four o'clock—where she ought to have been the evening previous, with sixty miles less of riding.

Now, of two conclusions, *one* is evident, either this ticket vendor is ignorant of the geography of railroading, or he meant to deceive. These are not isolated cases; they are of frequent occurrence upon rival roads.

A shame, a digrace to the managers of these roads. Yours, &c.,

A WITNESS.

Toledo, Ohio, Oct., 1853.

MAD RIVER AND LAKE ERIE RAILROAD—INJUNCTION SUSTAINED.—Judge Bartley and the District Court at Cleveland concur in declaring the order of Judge Corwin, dissolving the injunction against the Mad River Company, to prevent the running of the new line from Tiffin to Sandusky, to be void, and directing the order to be struck from the files of the Court. An attachment was ordered against the President and Superintendent of that road, for disobeying the injunction before ordered, returnable to the District Court in Huron county. The Sandusky *Register* supposes the questions involved will be settled before the Supreme Court, before the Huron District Court sits, and Judge Bartley's attachment against Judge Lane and Mr. Osborn be there disposed of.

IMPORTANT RAILROAD DECISION. — The Court of Appeals, in the State of New York, has decided in two cases, in which the Buffalo and New York City Railroad Company were plaintiffs, that the General Railroad Act of that State is unconstitutional.

THE SHELBYVILLE BRANCH of the Madison and Indianapolis Road, from Columbus to Shelbyville, we learn is expected to be completed in December next. The bridges and grading are completed, and some seven or eight miles of the iron already laid.

CINCINNATI AND ABERDEEN RAILROAD.

The Ripley *Bee* says:

That the survey of the route of the proposed railroad, from Cincinnati to Maysville, was commenced on Wednesday last, under the direction of Mr. Ransom, a competent, practical Engineer.

The Maysville *Eagle* adds:

This route, on the Ohio side of the river, we learn is a part or continuation of the Pittsburgh and Maysville Road—and is begun under very favorable auspices. The funds to pay for the survey were raised in the towns on the route in a few hours—and the competition between this line and a route that is agitated, from Portsmouth, through West Union and Georgetown, to Cincinnati, is so spirited as to greatly increase the chances of success. The Pittsburgh, Steubenville, and Maysville Road, we think is under contract some distance this side of Steubenville, and being pushed steadily this way. Of course, these roads hence to Pittsburgh and Cincinnati must both be built—although the pressure in the money market may postpone the event for a while longer.

This information is news to us; we had all along supposed that the Pittsburgh, Steubenville, and Maysville Road was to form their connection with the Cincinnati and Portsmouth Road, at either West Union, or near Locust Grove, some distance to the north of Aberdeen; for which purpose the latter road was to be built of the same gauge as the Pittsburgh Road, which connection would appear to us much more direct for an opening to this city. But, *nous verrons*, time will show.

RAILROAD UNION.—Negotiations are now pending between the Brunswick and Florida Railroad Company and the Savannah and Albany Company, the object of which is, to bring about a compromise between them. One of the features of this negotiation, we presume is, to fix upon some point, either at or near Wayneville, where Savannah may intersect with the Brunswick road. What terms will be agreed upon, we of course, are not prepared to say; we hope, however, they may be such as will be satisfactory to all interested, and that those having charge of the matter will see the importance of concentrating the capital and energies of both companies in building the main trunk of one of the most important railways in Georgia.

IMPROVED CATTLE CAR.—We note that measures have been taken to secure a patent for a new car, for the better transportation of cattle over long lines of railroad. The improvement consists in placing in the body of the car, a rack extending its whole length, and having the lower ends of its uprights secured by pivots to the sill piece, and the upper ends secured by pins between the joists. By this arrangement the racks can be shifted to confine the animals, so as to make each occupy a certain portion of the car; this prevents one from interfering with or injuring the other.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	94	96
Do do	2d "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅛	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfield Mt. Vernon and Pittsb'gh.	50		
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			
Xenia and Columbus		116	118

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1850	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾ prem	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾ prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾ prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾ prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½ prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

Cincinnati, November 2, 1853.

86 shares	Little Miami R. R. stock	115 00
100 "	Cincinnati, Hamilton & Dayton Railroad Stock	102 00
40 "	Covington and Lexington Railroad Stock, bid	65 50
30 "	Do. do. do. bid	64 75
15 "	Kentucky Trust Co. Bank Stock	withdrawn
10 "	Do. do. do. bid	par.
100 "	Cincinnati and Hillsboro' Railroad Stock, bid	59 75
72 "	Eaton and Hamilton R. R. Stock	passed.
60 "	Cleveland, Columbus, and Cincinnati R. R. Stock	passed.
65 "	Xenia and Columbus R. R. Stock, bid	109 00
70 "	New Albany and Salem R. R. Stock	passed.
125 "	Mad River and Lake Erie Railroad Stock	passed.
80 "	Lawrenceburgh and Upper Mississippi Railroad Stock	passed.
30 "	Ohio and Mississippi R. R. Stock	passed.
6 "	Indiana Central Railroad Stock	passed.
36 "	Indianapolis and Bellefontaine R. R. Stock	passed.

MONETARY.

At the East, the past week has been one of excitement in the Money Market. Confidence is rapidly increasing—money is more plenty—prime business paper is in demand—the banks are discounting more freely, and the Stock Market is advancing. The rates of interest, however, remain at our last quotations.

The bank contractions in the city of New York, for the last week, were $2,970,000. The withdrawal of deposits reached $2,319,000, for the same time. The balance in the New York Sub-Treasury is $8,011,232.

Exchange on England is firm at 109¾@110, being specie shipping point.

In the Stock Market we note a few transactions, not so much to shew the actual value of the stocks, as to illustrate the feeling of the market.

New York and Erie	is quoted		@ 74¼
Madison and Indianapolis	"	50	@ 62
Michigan Central	"		106½
" Southern	"	107½	@108
Panama	"	83	@ 85
Northern Indiana	"	115	@117
Cin., Ham. and Dayton	"		99
Illinois Central	"		79
Cin., Col. and Cleveland	"		126
Little Miami	"	115	@119
Cleveland and Pittsburgh	"		95
Baltimore and Ohio	"	42½	@ 44

Messrs. Winslow, Lanier & Co. advertise that they are prepared to meet the coupons of some eight of our Western roads, (some finished, and some unfinished) due the 1st instant, thus clearly demonstrating that the recent endeavor to create a railroad panic, had no true ground to stand upon.

At the West, the Money Market is quiet. The banks are accommodating their regular customers, while the out-of-door business is not very large. The rates are as at our last quotations.

Eastern Exchange is scarce at ¾@1 ℘ cent. prem.

In stocks we make no change in our standing quotations, for the reasons given last week. There seems to be no disposition to purchase, and none to sell, on the part of those who are able to hold their stock. Messrs. Hewson & Holmes' sale shows the prevalent feeling.

We are of opinion that stocks will improve very shortly, and be again in active demand. The quotations of Western stocks in the Eastern market, as given above, are not a criterion to judge of their value here.

Cincinnati, Wilmington and Zanesville Railroad.—From the Wilmington *Republican*, we learn that it is expected to have this road finished to Washington, 40 miles, in the course of this week; and to Circleville and Lancaster by the first of January next.

Between Morrow and Washington two trains will run daily, going on to this city without change of cars as heretofore.

The work is going bravely on; the company having abundant means. There is but one curve in this road, from Wilmington to Circleville, a distance of 40 miles—this, with the low grades, will make this one of the best roads in the country.

ACKNOWLEDGMENTS.

DeBow's Review, Industrial Resources, &c. We are in receipt of the September and October numbers of this Journal—(the former having been unavoidably delayed, we suppose, in consequence of the prevalent epidemic at New Orleans, the place of publication.)

No similar work is published in our Union, containing, as it does, valuable statistics, historical sketches, political economy, internal improvements, &c., enabling its readers to keep up with the progress of the nation in its industrial resources. The articles all display marked ability, and are to be relied upon for accuracy and fidelity.

The Western Journal and Civilian; devoted to agriculture, manufactures, mechanic arts, &c.

Number 6, vol. 10, for October, of this journal, is at hand also. We find among its contents an amount of matter upon public improvements, commerce, railroads, public policy, &c., as well as polite literature, which cannot but be interesting to the general reader.

We are much pleased to witness such a journal issued so far West as St. Louis, and bearing the impress of prosperity and success.

Wall Street Journal, of New York city. We are indebted to this valuable paper for its highly complimentary and reiterated notices of the Record, and can return the compliment as to the value of that *Journal* as a record of events in the Monetary circles; and commend it highly to our readers.

Miscellaneous.

ODD FISHES.

Dr. Hancock mentions a fish (the *loricaria*) which creeps upon all fours in the beds of rivers. This little fin quadruped has a very singular appearance, moving upon its four stilts, which are produced by a bony ray in front of its pectoral fins, and of the next pair to them. The *callichthys*, a Brazilian fish, walks in this way for miles in search of water, when, as often happens, the pools in which it lives are dried up. The climbing perch (*perca scandens*) not only creeps along the shore, but ascends trees in search of the crustaceans upon which it feeds. It is found in Tranquebar. It must have some difficulty in ascending the fan-palms, if it were not provided with numerous little spines or thorns upon its fins, by means of which it suspends itself whilst climbing, using them like hands. In addition to these peculiarities, it has the power of folding up both dorsals and anal fins when not using them, and thus it literally puts its hands in its pocket, for it deposits them in its body provided by nature on purpose to receive them when they are not needed for progression.

The *perca scandens* is not the only kind of fish which ascends trees in search of food; several species are found in the Polynesian Islands, climbing the cocoa palms. The most remarkable of them is a kind of lobster of gigantic size, and strength sufficient to open the cocoa nuts, on which it chiefly subsists.

Nor are these the only instances of the inhabitants of the water forsaking their native element. Several varieties of fish in the Indian Ocean and in the Mediterranean are adapted for a short flight; and these peculiarities of habit and movement are highly interesting even when devoid of grace, for they are examples of a contrivance which displays the goodness of the Creator in furnishing them with the means of providing for themselves amidst the accidents and difficulties that may fall to their lot.

It has been asserted that fish are quite deaf; but though they have no external organ of hearing, they are by no means deficient in this sense; and their faculty of smelling is so wonderful, that they are guided by it through storm and darkness, and directed to their prey, or warned to escape from their enemies, at an immense distance. Lacepede considers this so much the most acute of their senses that he calls it their most valuable *eye*. The olfactory membrane of a shark occupies several square feet. Fishes have the character of being remarkably stupid, and yet they are not wholly incapable of instruction. In many parts of Germany the trout, carp, and tench are summoned to their food by the sound of a bell; and in the gardens of Versailles some fish were kept for more than a century, which would come when they were called by their names.

The Mammoth New Clipper Ship, Great Republic.—This marine wonder is said to be the longest, largest, and sharpest ship ever built in the United States. The dimensions given of her in the Boston papers are, length 325 feet, width 53 feet, depth 30 feet, registered tonnage 4000, with stowage capacity for between 6000 and 8000 tons. She has four complete decks, and her model is very much praised by newspaper critics. The Boston *Transcript* thus describes her:

It is estimated that she has 2380 tons of white oak in her frames, hooks and knees, 1,500,000 feet of hard pine in her kelsons, ceiling, deck frame, decks, planking, &c., 300 tons of iron, 56 tons of copper, 1600 knees, and that the labor bestowed upon her amounts to 50,000 days' work. She has concave lines forward and aft, and a round stern, and is coppered up to 25 feet draught.

All her accommodations are on the upper between decks; and on the spar deck she has a shelter house for the crew in bad weather, a steam engine of 15 horse power, designed to do all the heavy work of the ship, such as taking in and discharging cargo, and hoisting topsails at sea. She has four masts, the after one fore-and-aft rigged, like the mizzenmast of a barque, and the others have Forbes' square rig. Her mainmast is 4 feet in diameter, and 131 feet long, and the mainyard is 28 inches in diameter, and 120 feet long, and the others in like proportion. She will spread 16,000 yards of canvass in a single suit of sails, and will carry 100 men and 30 boys; she is owned and was built by Mr. Donald McKay, of East Boston. She will be commanded by his brother, Capt. L. McKay, formerly of the Sovereign of the Seas, and when fitted out will proceed to New York, and there load for California or Australia.

The Rattlesnake.—The following is a curious fact in Natural History:

The rattlesnake finds a dreaded opponent in the black snake. Such is his celerity of motion, not only in cunning, but entwining itself around its victim, that the rattlesnake has no way of escaping from its fatal embrace. When the black and rattlesnakes are about to meet for battle, the former darts forward at the hight of his speed, and strikes at the head of the latter with unerring certainty, leaving a foot or two of the upper part of the body at liberty. In an instant he encirles him in five or six folds; he then stops and looks the strangled and gasping foe in the face, to ascertain the effect produced upon his corseted body. If he shows signs of life, the coils are multiplied, and the screws tightened—the operator all the while narrowly watching the countenance of the helpless victim. Thus the two remain thirty or forty minutes; the executioner then slackens one coil, noticing at the same whether any signs of life appear, if so, the coil is resumed and retained, until the incarcerated wretch is entirely lifeless. The moccasin is destroyed in the same way.

CRIMINAL LIABILITY OF RAILROAD AGENTS.

At a recent term of the Oyer and Terminer for Duchess county, New York, the presiding Justice, Barculo, called the attention of the Grand Jury to the principles of law relating to railroad disasters, and insisted on the strict enforcement of the law in every case of disaster. He had laid down the following propositions:

1. That the engineers, conductors, and other persons, through whose negligence or want of care a human life is destroyed, are *individually* and *personally* liable to indictment and punishment for murder or manslaughter.

2. That the engineer, being the person who actually sets the train in motion, is *primarily* liable; but that the conductor may also become liable with the engineer, if he orders the train started improperly, though such orders will not justify or excuse the engineer for starting or running in a way to expose his train to collision, &c.

3. That in matters where human life is involved, there are no such things as principals or agents; but every individual must watch over his own conduct, and see that it is prudent and certain; and he cannot fall back upon any authority as a justification or excuse for causing the death of a human being.

4. That the "Time Table," of the superintendent of a railroad, is the rule by which all inferior officers and agents are to be governed in running their trains, and that whenever, by deviating therefrom, an accident occurs, it is occasioned by the "wrongful act, neglect, or default," of all who participate in causing such deviation, and they are to be held to an individual, personal accountability for such act.

5. That the engineers and conductors are bound to be familiar with the "Time Table," and to regulate their conduct accordingly; and whenever an engineer is required to run an engine only from one part of the road to another, it is his duty so to do it as to avoid all the regular trains; and, in case he finds it impossible to reach the next station before a train is due there, he should switch his engine off from the track, and wait until the expected train has passed.

6. That, considering the great responsibility of their positions, and the awful consequences of a departure from a safe course, the law must exact from those who have the control and management of passenger trains the utmost skill, care, and diligence.

Cincinnati and Cleveland Short Line Railroad.—From an advertisement calling a meeting of the stockholders of this road to meet at Delaware, on the 29th inst., at four o'clock, P. M., we learn that this company is going ahead; the $300,000 necessary to effect the organization having been secured.

Advertisements.

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Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

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The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
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We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

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Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

H. H. GOODMAN,
oc20 Secretary.

Office, L. & U. M. Railroad Company,
LAWRENCEBURGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the following resolutions were adopted, viz:

"That the interest on the stock of this Company shall cease after the first day of January next, and that thereafter regular dividends of the net earnings of the Company shall be declared every six months."

"That the Secretary procure a handsome certificate of stock to be engraved in the new name of the Company, to be issued on and after the first of January next, for the principal and interest then due on stock."

"That where fractional sums less than a share shall occur, the owner of the same may pay the difference, and take a share of stock, or receive a separate certificate for such fraction, entitling the holder to a share when the residue is paid in cash, or by like certificates."

Pursuant to the above, Stockholders are requested to surrender their certificates, before the first day of January next, when new certificates will be furnished, including principal and interest due to that time. WM. G. DUNN,
oc20-3t Secretary.

Office, L. & U. M. Railroad Company,
LAWRENCEBURGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the foliowing resolution was adopted, viz:

"Whereas, the principal places designed to be connected by the diversion and extension of the Lawrenceburgh & Upper Mississippi Railroad from its earlier bearings were the cities of Indianapolis and Cincinnati; and, whereas, under its present title such leading object of the road is not as distinctly indicated, as is desirable for general information: Therefore, be it resolved, by the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, that the corporate name of the said Company be, and the same is hereby changed, and the said Company shall from and after the first day of December next, be known by the name and style of "THE INDIANAPOLIS AND CINCINNATI RAILROAD COMPANY;" and as such shall hold, exercise, and enjoy all the privileges and rights exercised and enjoyed, and be subject to all the engagements, contracts, and restrictions incurred by said Company, under its former name, according to the provisions of the General Law of the State of Indiana, authorizing Railroad Companies to change their names.

A true copy. WM. G. DUNN,
oc20-3t Secretary.

COLUMBUS
Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

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TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, November 21st, for the Graduation, Masonry, and Superstructure of the CLINTON LINE EXTENSION RAILROAD, from Hudson, Summit County, Ohio, to its intersection with the Mad River Railroad, a distance of about 95 miles.

The route occupies a perfectly healthy country, thickly inhabited, and accessible at all points, while the work is of a character sufficiently heavy to invite the attention of Contractors.

The line will be ready for examination ten days previous to the letting, at which time Specifications, Maps, and Profiles, will be exhibited, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, Nov. 21st, for the Graduation, Masonry, and Superstructure of about twenty-six miles of the CLINTON LINE RAILROAD, from Farmington to the Pennsylvania State Line, at the office of the Company, in Hudson.

Specifications, Maps, and Profiles, will be ready for examination ten days before the letting, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

NOTICE TO CONTRACTORS.

Sealed proposals will be received at the Engineers office in Delphos Ohio, until noon of the first day of November next, for the grading masonry and bridging of that portion of the Cincinnati Dayton and Toledo Railroad lying between Minster and Defiance; a distance of about sixty miles. Plans, profiles, and specifications may be seen on and after the 25 th day of October next.

D.H.MORRISON. Engineer.
Delphos. Sept, 26 1853. s29-tt

ASHCROFT'S
METALIC STEAM GAUGE.
(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

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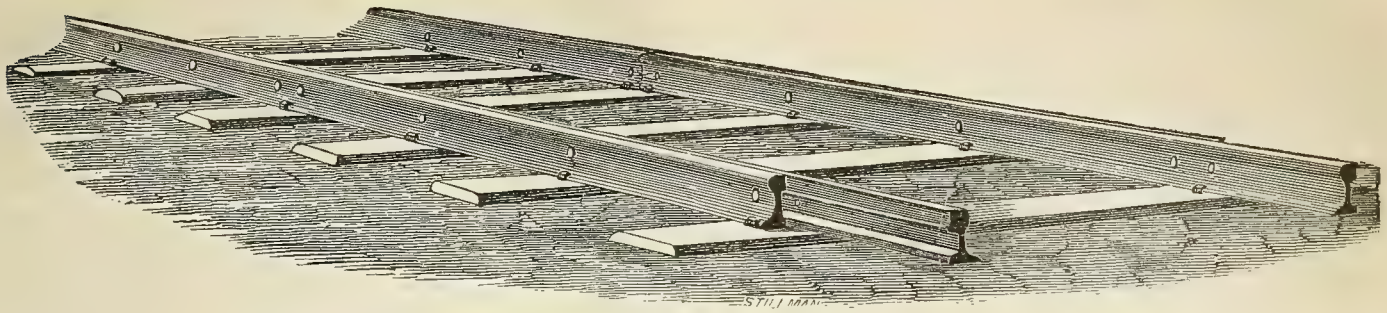
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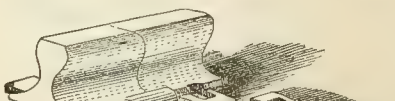
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je30-tf. Publishers, Columbus

Cincinnati Railroad Chair Works.

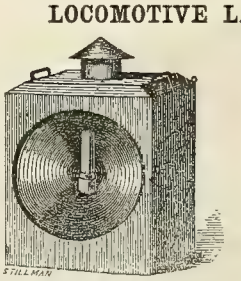


HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.
May 12-tf.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

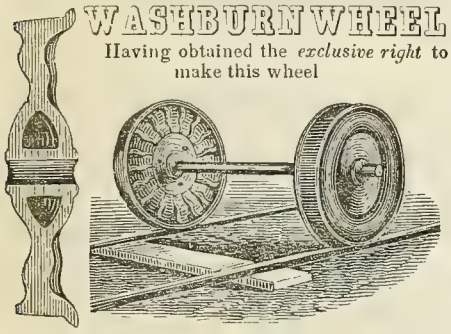
ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies Stocks and Dies. For sale by

MEAD, SELDEN & CO.
†je2 No. 15 Pearl Street, Cin innati.

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

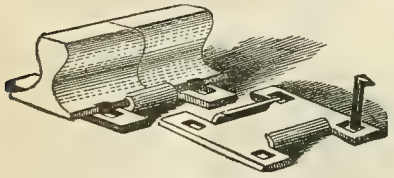
TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
† No. 25 South Charles Street, Baltimore.

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

he undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1853.—au18†

BOOKS.

Railroad and Route Book

FOR THE SOUTH AND WEST.

CONTAINING the hours of departure, fare, stations, and distances upon upwards of

Eighty Railroads.

Also, the towns, distances, and steamboat information relating to

10 Western and Southern Rivers.

With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.

Made up and Corrected Quarterly.

From information obtained directly from head quarters.

Price Fifteen Cents.

The Traveler's Companion.

Being a complete Guide through the

West and South.

Containing, in addition to the

Rail Road and Route Book,

Accurate descriptions of towns, cities, and place of note, on all the principal routes; with historical notes, statistical tables, and much other information useful to travelers. Bound in muslin, price 50 cents.

J. A. & U. P. JAMES, Publishers.
Nos. 167 and 169 Walnut St., Cincinnati.

The New American Form Book,

AND LEGAL GUIDE.

CONTAINING reliable information relative to LAWS, FORMS, OF INSTRUMENTS UNDER SEAL, &c., required by business men, mechanics, farmers, and all persons engaged in buying, selling, or making contracts of any kind. With instructions for acknowledging, proving, recording, or transferring any instrument in writing in any State in the Union.

It has, also, correct forms for applications for PATENTS, LAND WARRANTS, BOUNTY LANDS, PENSIONS, &c., which will enable applicants to transact business with the government offices speedily and satisfactorily.

Arranged by a member of the Cincinnati Bar. In one 12mo volume, bound in leather. Price $1.

OPINIONS OF THE PRESS.

"A reliable manual of commercial and legal forms has long been a desideratum in the West, and this work will doubtless supply that want. We have carefully examined it, and find the chapters on promissory notes, bills of exchange, partnership, arbitration, &c., very comprehensive, yet concise. Here merchants will find the law without its jargon and verbiage. The forms of deeds, mortgages, leases, and other conveyances of land are admirable for brevity, yet we find them containing all the covenant and material points of the old complicated conveyances. The directions for drawing deeds, for executing and acknowledging them, in the several States and territories, must prove highly valuable to all who wish to draw such instruments."—Judge WARDEN, *Cincinnati Citizen, Sept.* 17, 1852.

"We find it eminently *a book for the people*, containg information necessary for every man to know—whether engaged in business or not."—*Germantown, O., Emporium.*

"Any of the forms necessary to legalize business transactions can be found here; and we feel no hesitancy in advising all in need of such a book to purchase this one.—*Madison, Ia., Banner, Oct.* 18, 1852.

J. A. & U. P. JAMES, Publishers,
No. 167 and 169 Walnut St, Cincinnati.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

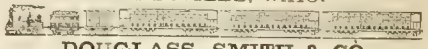
PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

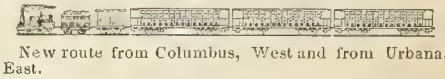
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.

Pittsburgh, Pa., August 15, 1853.—au18-3*

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¾ hours, via Cincinnati, Hamilton and Dayton Railway.

Six Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Accommodation Express, 6½ " A. M.
Third Train—Lightning Express, ...7½ " A. M.
Fourth Train—Accommodation,.....2 " P. M.
Fifth Train—Eaton and Richmond.....3½ " P. M.
Sixth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Accommodation Express—leaves Cincinnati at 6.30 A. M.; making all way stops to Dayton.

Second Train—Lightning Express—leaves Cincinnati at 7.30 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 7½ o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—Accommodation, at 6½ A. M.; and second Train—Lightning Express, leaves Cincinnats at 7½ A. M. Through to Indianapolis same day.

Eaton, Richmond, and Centerville.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3½ P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

First Train—Accommodation Express—at 6.30 o'clock A. M., and Second Train—Lightning Express—at 7.30 o'clock A. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

First Train——Accommodation Express at 6½ o'clock A. M., and Second Train—Lightning Express at 7.30 o'clock A. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Sandusky 5 00
Do do Clyde ..... —
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex ...7½ " "
Third Train—Hillsborough Train.....3 " P. M.
Fourth Train—Evening Express .....5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7½ o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7½ o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For Engineers seeking employment; Railroad Companies desiring assistance; Contractors, Manufacturers of Railroad Machinery, Improvements, &c., &c., offers inducements unequaled by any other journal at the West.

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EARNINGS OF WESTERN RAILWAYS, AND THE RETURN OF CAPITAL TO THE PEOPLE.

Just at this time, the earnings of Western railways are a subject of great importance. Has the experience of Western railways justified the expectations of their friends? Have they returned to the people more money than could have been derived from any other business? If these questions are all answered in the affirmative, then capital will seek investment in them, and new lines will be built, in spite of any temporary pressure for money, and in spite of all croakings from any quarter. Money seeks profitable employment, in whosesoever hands it may be. If it be clearly proved that any branch of business will pay 10 per cent., after paying all the cost of labor, rents, and raw material, money will always be found for it. In order to test the results of Western railways, we give the earnings, or an estimate of them, of some of the principal Western roads, derived from the latest official reports:

Roads.	Date.	Receipts.
Little Miami	1st December, 1853, one month estimated	$660,000
Ohio & Pennsylvania	1st January, 1853, three months estimated	$600,000
Cincinnati, Hamilton, and Dayton	October 1, 1853	$402,154
Pennsylvania Central	October 1, 1853	$2,104,906
Milwaukee and Mississippi	Sept. 1, 1853	$138,928
Michigan Southern and Northern Indiana	July 1, 1853	$1,200,922
Cleveland, Columbus, and Cincinnati		$1,050,000
1,080 miles		$6,156,910

The cost and *nett* profits of these roads, for 1853, are expressed in the following table:

	Cost.	Nett profits.
Little Miami Railroad	$2,710,000	13 per cent.
Ohio and Pennsyvania	$4,200,700	8 "
Cin., Ham. and Dayton	$2,600,000	8 "
Pennsylvania Central	$13,600,000	8 "
Michigan Southern	$5,128,000	12 "
Milwaukee & Mississippi		10 "
Cleveland & Columbus	$3,435,000	16 "

The entire cost of the above 1,080 miles of Western railways, is $32,273,000; and the *nett* profits of traffic in 1853, are 10 per cent. This includes, be it observed, the expensive line of the Pennsylvania Central. The cost per mile, is $30,000; but, excluding the line over the mountains, it is much less.

Now, mark another fact, that *the increase of traffic on Western railways*, in a single year has been, at least, *thirty-three per cent.!* We may grant as much reduction on this per cent. of increase, as any croaker may demand—and yet it is a plain and palpable fact, that in ten years time, the traffic on railways, west of the mountains, must at least *treble*. Some additional cost of double track, they must encounter; but we venture the assertion in advance—that in ten years time—every good line of Western railway will pay an average of 10 per cent., while those on the Atlantic coast, will not average over 6 per cent. In one word, the investments in Western railway lines, on the main routes (of course, we do not mean mere speculative routes) are far the best investments to be made, in any kind of stock, and far preferable to any in Europe, or in our own Atlantic states. The lines we have enumerated above will all require double tracks, and this will add largely to their cost; but so immense is the Western trade, especially in produce, and so very rapid its increase, that the profits of capital thus invested will increase, and not diminish. If then the investments of capital take another direction for the present, it will soon resume the railway channel, for a reason which is imperative on all money-holders, that it is *the best and most secure investment.*

There are now 1600 miles of railway finished in Ohio, which have cost about forty millions of dollars. These roads will pay about *four millions* per annum on the cost of construction. Here, then, is a vast fund for future construction. The stock of these railways is mostly owned at home; but the bonded debt is held abroad. Now, so far as those bonds bear less than 10 per cent. interest, (and that is all of any consequence) the issue of the bonds is a nett profit to the stockholder; he makes the difference. Thus:

Cost	$2,500,000 Stock.
	$2,500,000 Bonds at 7 per cent.
Nett Receipts	$400,000
Interest on Bonds	$175,000
Nine per cent. on Stock	$225,000

Thus, on a good Western railway, the bondholder will get 7 per cent., and the stockholder 9 or 10 per cent. The time is near at

hand, when it will be clear to all money-holders that it will be much better to hold *stock*, than bonds. This will produce a great effect; for stock of domestic holders will pass abroad, and the domestic stock be released for new enterprizes. In this way, Ohio, with her immense surplus, and the equally great profits of her works, will command capital to any reasonable amount, for any reasonable enterprizes.

Railroads.

NEW ALBANY AND SANDUSKY CITY JUNCTION RAILROAD.

It would seem that the citizens of the enterprizing city of New Albany are determined to connect themselves with the East and the Lakes, independently of Cincinnati, or other points upon the Ohio.

The New Albany *Tribune* gives the following elements of the arrangement entered into by the different companies to compose the line:

The Sandusky, Louisville, and New Albany Company, is to construct a road from Huntsville, on the Mad River road, to Piqua, thence by the Piqua Branch of the Eaton and Hamilton road to Eaton, and thence to the State line, in the direction of the Falls of the Ohio river.

The road of the New Albany and Sandusky City Junction Company is to commence at the termination of the road above mentioned, and extend via Madison, if deemed practicable in view of the distances, grades, cost, and business of the place, and via Jeffersonville, (if she will contribute a just and reasonable proportion of the necessary means) to New Albany.

The Piqua Branch of the Eaton and Hamilton road is to be merged in the road of the Sandusky, Louisville, and New Albany Company, on terms to be agreed upon by the parties.

Both the roads, in Ohio and Indiana, are to be located, and put under contract, as soon as possible.

The Mad River Company, in consideration of their road being made the northern trunk of the line from Huntsville to Sandusky, agrees to give efficient aid and assistance to the other companies in the construction of their work, by subscriptions of stock, the loaning its credit, or otherwise, and to stock and furnish the whole line with running machinery, if requested to do so.

In addition to the above aid, for the purpose of strengthening the means and credit of the several companies, whenever it is deemed necessary to issue bonds for the completion of the work, or the purchase of iron, by either of the companies, such bonds are to be endorsed and guaranteed by all the other companies parties to the agreement.

As soon as any portions of the roads of any two of the companies are completed and connected, running arrangements are to be formed for their mutual benefit.

Upon the completion of the whole line, the receipts for through traffic and travel are to be divided between the several companies in proportion to the length of their roads, and receipts for way trade and travel passing over portions of the roads of any two companies are to be divided in proportion to the length of such roads passed over, and a detailed plan for running over the whole line is to be agreed upon.

No discriminations are ever to be made by either of the companies in favor of any other line of road, and unfavorable to the companies parties to the agreement.

It is not yet decided how much the New Albany City Subscription will be. The probable sum varies from $400,000 to $600,000.

The line, it will be seen, proposes to make Madison and Jeffersonville points, provided these places will bid high enough. We are somewhat doubting as to whether this connection be just such an one as the Madisonians are seeking; and deem it problematical whether they will even make an offer for it. As to Jeffersonville, it *must be made a point* any how, should the road progress, unless our knowledge of the geography of that section be as faulty as it was said to be when, a short time since, we spoke of the terminus of the Fort Wayne road, which terminus was made just as we said it would be.

This route, as first proposed, viz: from the Ohio Line to Versailles and Lexington, and thence to Charleston, Jeffersonville, and New Albany over the same road-bed with, if not for a time at least, over the same track, as the Fort Wayne and Southern road, is unquestionably the most direct and best route for the purposes of this company.

The Mad River Road Company is able to assist this combined line; and being a part and portion thereof, will find its interest in forwarding the work. But for some time to come the bonds of even the very best roads will go begging for purchasers, except at large and ruinous discounts. The means to build must come from subscriptions, and securities other than railroad bonds.

Cincinnati and Mackinaw Railroad.—At a meeting of the Stockholders, held at Greenville, on the 18th ultimo, the following Board of Trustees was chosen:

John W, Kirk, of Dayton; Wm. Gunckel and C. G. Espich, of Germantown; John L. Winner, of Greenville; Jas. Watson Riley, of Celina; and R. Frisbie and P. De Puy, of Van Wert. At a meeting of the Board, Wm. Gunckel was elected President.

Brantford Railroad, Canada.—The first train of cars was put on to this road on Tuesday of last week, some seventy miles being completed to Waterloo, opposite Black Rock, To the untiring exertion of Mr. Wm. Wallace, the Chief Engineer of the road, its early completion is in a great degree to be attributed. There can be no kind of doubt that this new avenue of travel will add materially to the business and prosperity of Buffalo.

OHIO RAILROADS.

Several months since we gave a list of Ohio Railroads, and the *number of miles in operation*. As the number of miles, actually run, is rapidly increasing, we give, for convenience, the present list of running roads:

Cincinnati and Cleveland Line	234 miles.
Cincinnati, Ham., Dayton & Sandusky	216 "
Xenia to Springfield (L. M)	19 "
Springfield and Columbus	19 "
Sandusky, Mansfield and Newark	117 "
Columbus and Zanesville Central R. R.	59 "
Columbus, Piqua and Indiana	40 "
Hamilton, Eaton and Richmond	37 "
Dayton and Miami R. R.	46 "
Cincinnati and Pittsburgh	37 "
Cincinnati and Wilmington	20 "
Dayton and Western	21 "
Findlay Branch of M. R.	15 "
Ohio and Pennsylvania R. R.	143 "
Scioto and Hocking Valley R. R.	40 "
Indiana and Bellefontaine R. R.	118 "
Ohio and Indiana	15 "
Cleveland and Pittsburgh R. R.	99 "
Akron Branch	14 "
Cleveland and Erie	75 "
Toledo & Cleveland, Southern Division*	88 "
Dayton and Michigan	20 "
Total running	1492 miles.

Of this number about 500 miles have been put in operation, during 1853; and probably, at least, 100 miles more will be opened before January 1, 1854. For three or four years to come, Ohio will open at least 500 a year, in railroads. Even the pressure for money will do no more injury than to retard some of the weaker lines. There are about 3,500 miles of railroad undertaken in Ohio, which sooner or later will go to be finished. If no reliance can be placed on foreign capital, arrangements will be made for finishing them, with domestic means. As a great deal of our railroad subscriptions is in the stock of corporations—and as the finished roads all pay well—a good deal of capital may be raised by the *transfer of stock*, which will prove profitable to both parties. Our local banks also will furnish some facilities, which have heretofore been used for the benefit of New York, and the capital and credit of the West will gradually concentrate *at home*, which would be a universal benefit.

* The northern division of this road, from Ohio City to Sandusky, is also in operation, but we have no memorandum of its length.
Will Mr. Littlejohn advise us of the particulars?

Fremont and Sandusky Railroad.—A meeting of the Board of Directors of this road was held at the office of Rush R. Sloane, Esq., and the election of officers resulted in the choice of Lester S. Hubbard for President, Rollin B. Hubbard, Treasurer, and Rush R. Sloane, Secretary. It is the determination of this newly organized company to prosecute their work to an early completion.

HICKMAN AND OBION RAILROAD.

From the report of Mr. Tilhgman, the Engineer, we gather the following items as to this new road, viz:

The distance is fourteen miles eight feet, commencing at a favorable point on the Mobile and Ohio road, near the line, and running in a direction of about 55 degrees west, to the Mississippi Bluff, at Phillips' Gap, thence descending by a grade of 50 feet to the mile to the town of Hickman. The road reaches the Bluff about one mile above the town, making a curve and running down the river bank to the depot.

All the stock taken in this road is individual subscriptions, amounting to about $60,000, which, according to the Engineer's Report, will be sufficient to grade the road.

The Hickman *Argus*, speaking of the location of the depot of this road at that place, about which there had been considerable difference of opinion, says:

"Town property was worth 25 per cent. more last Monday evening, than it was in the morning; and a new impetus was immediately given to every new improvement, or enterprize about the town."

CLEVELAND, COSHOCTON AND ZANESVILLE RAILROAD.

The following communication was presented to, and read before the "Board of Trade," of the city of Cleveland:

CLEVELAND, Oct. 27, 1853.

J. L. WEATHERLY, Esq., President Cleveland Board of Trade.

Sir:—The undersigned, agents of the Cleveland, Coshocton and Zanesville Railroad Company, for the purpose of visiting your city to procure subscriptions to the capital stock of the company, would respectfully call the attention of the Board over which you preside, to the importance of this proposed railroad connection between Cleveland and the center of the great wheat growing county of Wayne. This road leaves the C. C. & C. Railroad at Grafton, passing through Harrisville to Wooster, a distance of thirty-five miles, making the whole distance from Cleveland to Wooster fifty-seven miles, over ground highly favorable to the construction of a road, with a maximum grade of fifteen feet to the mile, going northwardly, and thirty feet to the mile going south, fitting it in an eminent degree for a produce road. The company was organized the present year, under a charter granted by the General Assembly of the State, passed March 25th, 1851. About $100,000 of the stock have already been subscribed at Wooster, and along the line of the road. A preliminary survey and estimates of its cost of construction have been made by W. E. Ferguson, a practical Engineer of high standing, to whose report we would refer you for more particular details. The report you will find highly favorable, as to its easy construction, lowness of grade, and directness of line; estimating the cost of $548,900, or $15,560 per mile, including equipments, station buildings, &c. The importance of the road to Cleveland can at once be shewn by reference to the following statistics, made up from authentic sources, which give the products of Wayne county alone, in wheat 1,500,000 bushels, corn 1,000,000 bushels, wool 350,000 lbs. Of oats, grass, and flaxseed, butter, cheese, lard, eggs, green fruit, &c., we have no direct means of knowing the amount, but from the above, and facts obtained from the merchants of Wooster, of the actual business done by them, the following may be considered a reasonable estimate of the amount of freight which would be carried over this road:

EXPORTS.

825,000 bushels of wheat	25,000	tons.
300,000 " corn and oats	7,500	"
20,000 " grass and flaxseed	150	"
350,000 lbs. wool	175	"
500,000 " butter and cheese	250	"
Pork, lard, eggs, green fruit, and sundries	6,525	"
Total Exports	40,000	tons.

IMPORTS.

Merchandize, drugs, and groceries	4,000	tons.
Hardware, castings, and machinery	5,000	"
Salt, lime, plaster, and fish	2,000	"
Total Imports	11,000	tons.

These estimates were made for the last year. The merchants of Wooster, the present year, have purchased near 700,000 bushels of wheat, and a trade in green apples, for export, equal to 20,000 bushels. We estimate that at least five-sevenths of all the business of our county will be directed from this market and channel of communication to the Eastern cities, unless this proposed connection be made.

To prosecute this work successfully, from fifty to sixty thousand dollars will be required from your citizens. We therefore respectfully ask, should this project meet your approbation, that your Board would suggest some plan, or take such action as will secure the amount. Very respectfully yours,

J. P. COULTER,
HENRY LEHMAN.

After the reading of the letter and exhibit of the proposed route of the road, the following resolutions were unanimously passed:

Resolved,—That the Board of Trade, by their personal familiarity with the valuable and extensive products of Wayne county, in this state, feel a deep interest, as business men, in attracting the trade of the county to this city, and cordially recommend to the citizens of Cleveland the proposed railroad route between Wooster and here, as a means of materially augmenting our business by large receipts of produce, as well as materially extending the sales of merchandize to dealers and consumers in that vicinity.

Resolved,—That the daily papers of this city be requested to publish, as a matter of general interest to our citizens, the communication from Messrs. Coulter and Lehman, and the above resolutions.

J. L. WEATHERLY, Pres't.
J. M. ISAACS, Sec'y.

HILLSBORO' AND CINCINNATI RAILROAD.

PRESIDENT'S REPORT.

The following was sent to us, "marked for insertion," in the *Record:*

To the Stockholders of the Hillsboro' and Cincinnati Railroad Company.

GENTLEMEN:

In pursuance of resolutions passed at a meeting of the Stockholders, held in Hillsboro', on the 20th inst., calling on the Board for certain information, I herewith report—

1st. Total amt. of stock subscribed, $1,128,017

2d. Total amt. expended, including Estimates for this month (Oct.) 851,949

3d. *The present condition of the work?*

About seven hundred men, two hundred horses and carts, are employed on the heavier sections, east of Hillsboro'. Some ten miles of the road is graded. West of Hillsboro' we have a gravel train, with some fifty men at work ballasting the road.

4th. *The amount of money needed to finish the road to the coal-fields?*

With from three to five hundred thousand dollars of additional subscriptions of available stock, in connection with the present running road, the work can be completed to the coal-fields.

5th. *The amount of debts of the company?*

The entire debt, including this month's estimate, is $170,000

6th. *The available assets to pay the same?*

Stock and Real Estate, ... $276,068

7th. *The cost of the finished part of road, and its monthly earnings?*

The cost of the road, from Lovelands to Hillsboro', 37½ miles, is $664,311

The average monthly earnings for the last six months, are $3,630 per month.

Respectfully submitted,
J. M. TRIMBLE, Prest.

N. B.—In addition to the above, and not included, is a subscription of $100,000 of stock made in Baltimore, and rights of way and depot grounds, estimated to be worth at least $75,000. J. M. T.

STANSTEAD, SHEFFORD AND CHAMBLY RAILROAD.—At a meeting of the Stockholders of this road, held at Montreal, on the 26th ult., the following gentlemen were elected Director for the ensuing year, viz:

Hon. Erastus Fairbanks, Vermont, L. T. Drummond, Wm. Workman, Benj. Lyman, D. Russ Wood, John Ostell, John Yule, S. Poulin, A. Knight.

SUNBURY AND ERIE RAILROAD.

RESIGNATION OF MR. FALLON.

We learn that at a meeting of the Board of Managers of the Sunbury and Erie Railroad Company, held on Friday afternoon, Oct 25 at their office in Philadelphia, the following letter of resignation was submitted by C. Fallon, Esq.

To the Directors of the Sunbury and Erie Railroad Company.

GENTLEMEN:

After most mature reflection, I am satisfied that my continuance as President of your Board, is undesirable. The opposition made to the construction of the Road under my management, whether factious or otherwise, destroys my usefulness.

I believe it to be essential to the prosecution of the enterprise, that a large subscription should be made to its stock by either City or County. If my retirement will secure the consent of the proper authorities to such subscription being made, I am perfectly willing to retire. If, on the other hand, such assent is refused, I feel I should be unable to carry the road through, and would wish to surrender my present position to another. In either event, therefore, I would wish to retire.

You all know that I have ever expressed a willingness, and have offered to resign, on being assured that the road could be successfully carried through by another person; and I believe you all know that, so far from my position being one of profit to myself, it has only been productive of loss and annoyance. I do not feel myself called upon to make these sacrifices any longer, and, therefore, for all these reasons, I herewith tender you my resignation as President of your Board.

I would add, that I invite and earnestly desire the most rigid investigation of all my acts connected with the railroad, since I have been at its head, and beg you will afford every facility to all parties interested, to make such investigation.

The road is essential to the prosperity of the State and the City. It will be, must be, made by somebody; whether it be constructed under the management of personal friends, or foes, I retire with the knowledge that whoever shall hereafter have the control of it, and as a necessary consequence, become acquainted with my acts while connected with it, must also become the vindicators of my honor against slanders, which I have too much reason to believe, have been industriously circulated.

Truly yours, &c.,

CHRISTOPHER FALLON.

October 28th, 1853.

The following resolutions were then submitted by Mr. Tucker, and unanimously adopted by the Board:—

Resolved, That the resignation of C. Fallon Esq., as President of this Company be accepted.

Resolved, That the Managers desire to express their sincere regret, that such circumstances have arisen, as to induce him to think the step necessary and they also avail themselves of the opportunity to record their sense of the fidelity, energy and integrity, with which he has discharged his duties as President of this Company.

Resolved, That the Secretary be requested to deliver to Mr. Fallon a copy of these resolutions, with the best wishes of the Board for his future welfare.

Mr. John Tucker, of the Reading Railroad takes Mr. Fallon's place temporarily.

There seems to be some trouble among the directors of this road relative to the subscription of $2.000,000, by the city of Philadelphia; what it is we do not understand fully. The eastern papers speak as follows of this road.

Since the resignation of Mr. Fallon as President, and the probable withdrawal of the Directors of this Company, the excitement in regard to the County Commissioners of Philadelphia subscribing $2,000,000 to the enterprise, has subsided. Two public meetings, for and against it, have been indefinitely postponed, and it is now supposed no opposition will be made to the subscription.

DAYTON AND MICHIGAN RAILROAD.—At a a recent session of the City Council of Toledo the following resolution was adopted, viz:

Whereas, the City Council of Toledo, did, in making the subscription on behalf of said City to the Dayton and Michigan Railroad Company, stipulate that said Company should cross the Maumee river with said road, at or near Gilead or Toledo, and whereas, it may become necessary for said Company to cross said river at Maumee or Perrysburgh, therefore, be it

Resolved,—By the City Council of Toledo, that the condition restricting the crossing of the Maumee river, by the Dayton and Michigan Railroad Company, to "at or near Gilead or Toledo," be, and the same is hereby rescinded, provided, said Company construct and complete said Road from Maumee City to Toledo by the time said Road shall be put in running order between Dayton and Perrysburgh, and also that the termination of said Road be upon the Maumee, within the City limits of the City of Toledo.

ILLINOIS AND WISCONSIN RAILROAD.—At an adjourned meeting of the stockholders of the Illinois and Wisconsin Railroad, held at their office in the city of Chicago, on Thursday. October 18th. 1853, the following gentlemen were elected Directors for the ensuing year:

Wm. B. Ogden, Walter S. Gurnee, John P. Chapin H. H. Magie, George W. Snow, J. C. Walter, George Steel, Charles V. Dyer, of Chicago; Daniel S. Miller, J. J. Phelps, Phillip Dater, New York; H. Hotchkiss, of New Haven, Conn.; Alfred Smith, of Hartford.

SPRINGFIELD, DELAWARE AND MT. VERNON RAILROAD.—This road was recently opened from Springfield to Mount Hor, some seventeen miles, and an excursion train passed over the line. About fourteen miles from Springfield, the line of the road is seriously interrupted by the sinking of the ground in crossing some bog land of apparently recent formation. For the space of one hundred yards, the grading—about fifteen feet in depth—has entirely disappeared, and a body of water of ten feet in depth now rests upon its surface. Where the foundation yielded to the superincumbent mass, the adjacent crust upheaved, and still presents a long bleak wall of some three feet elevation. About $8,000 are already deposited in this tremendous vault. How much it will yet take to fill it up—or when the grading will reach *terra firma*, are matters which yet defy calculation.

The road as far as ballasted, is very smooth; the remainder is being pushed to completion by the energetic President, Genl. Charles Anthony.

MILWAUKEE AND MISSISSIPPI R. R. BONDS.—The bonds of this company are now receivable as a basis for banking under the provisions of the general banking law of this State. For this purpose they are equivalent to six per cent. State stocks nearly, which must make them saleable, as there is as yet, but little banking capital in the state. They are well secured, being less than $9000 per mile, are convertible into stock of the company at par, and the section of the road mortgaged is now gaining more than ten per cent. on its cost. They are therefore, the most desirable bonds as an investment of any in the Union, bearing, as they do, eight per cent. interest.—*Milwaukee Sentinel.*

LOGANSPORT AND NORTHERN INDIANA RAILROAD.—The sub-letting of this road is nearly completed, it is now in its whole length from this place to Junction, believed to be in hands of contractors, who will spare no trouble or expense to have it completed at the earliest possible day. The time fixed in contracts for the completion of the work, is the 1st day of May next!—although it is expected that much of it will be completed before that time. These contracts include the clearing, grubbing, grading, and stone work for the bridges, on the entire line—the wood work on the bridges alone remaining to be let.

This road will undoubtedly open the first railroad communication between this place and Toledo—and it is expected that the cars will be running on it next year.—*Logansport Pharos.*

THE OHIO AND INDIANA RAILROAD COMPANY has been running an accommodation train daily between this place and Crestline, for several weeks, and we are pleased to learn that it more than pays expenses.

The work west of this place we learn is progressing finely; and if the weather continues favorable, the road will be completed to the Mad River road in a short time.—*Bucyrus Forum.*

FORT WAYNE AND MISSISSIPPI RAILROAD.

The New York *Tribune* of the 21st ult., says of this enterprize, under the caption of—

GRAND RAILROAD PROJECT.

Some parties are in town from the West, for the purpose of consulting upon a new railroad route to the Far West. They do not propose to themselves the impossible task of raising money here in aid of the project, but wish to spread information in regard to it. It appears that by uniting a number of separate links of railroads, either finished, or more or less advanced in organization and progress, a continuous line of road is now provided for, from New York and Philadelphia to Council Bluffs, on the Missouri river. The connected line is remarkably direct, deviating, it is stated, only about 25 miles at the farthest, from an air line from New York to Council Bluffs. The total length of the connected roads from New York, is 1,229 miles; from Philadelphia, 1,189. The separate roads are:

	Miles.
The New Jersey Central, from New York to Tamqua	137
" Catawissa, to Williamsport	90
" Sunbury and Erie, to Ridgway	102
" Venango, to Ohio State Line	110
" Clinton Line and Extension, to Tiffin	150
" Clinton and Indiana, to Fort Wayne	95
" Fort Wayne, Lacon, and Platte river, to Council Bluffs	545
Total	1,229

All these separate roads have been organized for some time, and it is understood that the means have been so far secured as to give promise of an early completion of the whole line.

From other sources, we learn that a corps of Engineers have surveyed the route, from Tiffin to the Indiana State Line, at a point where the Fremont and Fort Wayne Company also crosses into that state, and have found it very favorable. From Tiffin eastwardly, the line has been surveyed, and is partly advertised for contract. Of that portion of this line from Fort Wayne west, E. Gest, Esq., of our city, is President.

VAUDREUIL RAILROAD.—A meeting of the Shareholders of the Vaudreuil Railroad Company was held at Donegana's Hotel, Montreal, on the 27th inst., at which Directors were elected; and at a meeting of the Directors subsequently held, James Hodges, Esq., was elected President, and Alexander M. Ross, Esq., was appointed Engineer of the company.

It was unanimously agreed, that an exploratory survey should be at once commenced, with a view to the immediate prosecution of the undertaking.

NASHVILLE AND CHATTANOOGA RAILROAD.—The cars upon this road will run through between these two points by the first of December, proximo, thus opening, *via* the Atlanta and Lagrange road, which will be completed by January 1st, proximo, a through route from Nashville to Charleston.

THE ATLANTIC AND OHIO RAILROAD.—This road is destined to be *the* route to the East. We learn from Mr. J. Ridgway, Sen., that surveys already made, demonstrate the fact that this road, when completed to New York, will be about 165 miles shorter than the Cleveland, Dunkirk, and New York line. He figures as follows:

From Columbus to the State line, about	165 miles.
" the State line to Ridgway, Pa.	115 "
" Ridgway to Williamsport, Pa.	103 "
" Williamsport to New York, via Easton, Pa., (100 miles of which will be run on the Sunbury and Erie road)	198 "
Total length	581 miles.

The distance between Columbus and New York, via Dunkirk, is 746 miles.

The requisite amount of stock for Ohio—$600,000—had already been taken about a month since, $220,000 of which was subscribed by our Columbus capitalists.

Three different corps, under the direction of the most competent engineers of the country, were sent out for the purpose of correcting lines already run, and this morning we noticed them busily engaged in platting and making their plans and calculations at their new office, in Neil's New Hall.

Wm. Neil, Esq., President of the Company, with his indomitable energy, is just as "busy as a bee," in all states of the weather, "cloud or shine." He has shouldered the responsibility of this great undertaking, and his labors will neither rest or wane until the road is completed.—*Columbus City Fact.*

FLORIDA RAILROAD COMPANY.—A meeting of the Board of Directors of the Florida Railroad Company was held at Jacksonville, on Saturday, the 22d ult., at which the Hon. D. L. Yulee, who had at a previous meeting of the Board been elected President, delivered an address.

Among other resolutions adopted by the Board, was the following:

Resolved,—That the Directors of the Florida Railroad Company do not consider the road contemplated by this charter as a route whose interests would conflict with those of a road running through the state from the Atlantic Ocean to Pensacola; but on the contrary, they believe that the interests of commerce, and the local interests of the state, imperatively demand both roads, and that near seventy miles of the Atlantic, or eastern end of the road, might and should be made common to the two, thus saving the expense of the construction of two nearly parallel roads, terminating at the same point. And with this view, the Board invites the co-operation of the Directors of the Central Railroad Company.

WE would call the attention of Railroad Officers, Engineers, or others wanting the services of an experienced Engineer, to the advertisement over the signature of P. P., X. Y., in our columns. From the letters in his possession from well-known gentlemen attached to some of our principal railroads, we have no hesitancy in recommending him to such as may need his services.

THE INDIANA SOUTH-WESTERN RAILROAD.—At a recent meeting of the Directors of this road, J. H. Bradley, Esq., was chosen President, and J. P. Chapman, Esq., Secretary.

The company has contracted with Messrs. Story, Fuller & Co. to build the road; one condition of the contract is, that the contractors shall establish iron works on the line of the road, *for the purpose of manufacturing the iron needed on the road.* Iron and coal are abundant on the line. The contractors take a large portion of their pay in stock of the road.

In these *panic* times, when money nor iron, can be had from abroad, this is the only way to build roads. This plan adopted by all of our roads, now constructing, would soon reduce the amount of bonds in the market, and make them sought after for investment.

The particulars of the organization, route, &c., of this road, will he found in one of the early issues of the RECORD.

The office of the company is now established at Indianapolis.

TWIN CREEK RAILROAD.—This road, originally intended to connect the "Junction" of the Dayton and Western and Greenville, with Carlisle on the Cincinnati, Hamilton and Dayton road, is now progressing finely. Seven miles of the twenty, between the points named, are now graded; the bridges are all under way. Gangs of men are at work on the line north of Germantown, and there is a steady purpose on the part of the Directors to go on with the work, as rapidly as possible.

This connecting line is to be used by the Mackinaw and Cincinnati road, as a portion of that line.

WARRENTON, MILLEDGEVILLE AND MACON RAILROAD.—We are happy to say that the Engineer, Mr. Bonner, with his corps, is proceeding successfully with the survey of this road. The survey was commenced at Warrenton, *via* Sparta and this city, and a third of the distance, from Milledgeville to Macon, is completed by this time. The crossing of the Oconee, and approach to and from this city, was found quite as favorable as was expected, presenting no serious obstruction—the deflection to this point not varying more than five per cent.—or say, two and a half miles in fifty—from an air line. We feel anxious to hear as to the balance of the route.

An incident in connection with this road has been related to us, which is worthy of repeating and of all commendation. It shows the right spirit. In running the line through Hancock, east of Sparta, the direction of the compass approached and cut off one corner of our friend, Hardy C. Culver's dwelling. He at that moment happening to step up and being so informed, promptly rejoined, "Boys, do not vary it one inch; I can move my house, if necessary." Such a spirit will accomplish anything.—*Milledgeville Journal.*

CITY RAILROADS.

The Second Avenue Railroad, in New York city, has been extended from Peck slip through Pearl, Chatham, Bowery, Grand, and Allen streets and Second avenue to 42d street. The portion of this road previously in operation did an excellent business, and the extension became absolutely necessary to accommodate the residents in the northern part of the city. There are now a number of these street railways in New York city, and all of them are very largely patronized by the citizens, to whom they are a very decided accommodation. The facilities they present for rapid and easy transit between distant points, materially aid in the affairs of business.

All who have seen them in operation, and tested practically their value, agree that they are great conveniences, and are invaluable in large cities. The cars used, stop quite as easily as omnibuses do, are much nearer the ground, and easier to get in and out of, hold double the number of persons, and have, of course, more smoothness of running. Each avenue has two tracks; one of which is for cars going up, and the other for cars going down, and a car passes any given point on the route every two minutes. The cars are drawn by horses attached to either end, according to the direction. To each car there is a driver and a tender, the latter of whom collects the fare and directs the stoppage or going on of the car by means of a bell near the driver, attached to a string which the tender pulls once to stop and twice to go on. The rails used are of a peculiar pattern, and are not difficult for other vehicles to cross. The cars are not more than half as much raised from the surface of the street, as are our ordinary omnibuses, and having steps and railing at both ends and each side, are very easy of access.

Paducah Branch of the Mobile and Ohio Railroad.—We learn from the Paducah *Journal* there are now over four hundred laborers at work on this road, and the force is daily increasing. Nearly all the timber on the line, in McCracken, is cut, and the work is now going on in Graves county. The Stockholders in Graves and McCracken counties are paying their instalments without a murmur, and the spirit of discontent, which a short time since, was whispered in the two counties has ebbed, and now, in these sections, every bosom is pregnant with joy at the flattering prospect of the speedy consummation of this enterprize, and the advantages to be derived from it. The contractors feel fully able to complete the first ten miles by the first of April, and are confident that by the 25th of July, a train of cars will be running from Paducah to Mayfield.

Dayton, Xenia and Belpre Railroad.—We learn from the Dayton *Journal*, that Mr. E. F. Drake, President of the Dayton, Xenia and Belpre Company, has purchased and shipped from New York, the iron for about seventeen miles of track, and that the work of laying the track will begin immediately on the receipt of the bars. The grading of ten miles, from Xenia to Cox's Hill, is entirely completed, and ready for the superstructure. A large portion of the ties are also ready, and the track laying, when commenced, will go forward with all speed.

This road commences at Dayton, passing through Xenia, Jamestown and Washington, Fayette county, where it crosses the Cincinnati, Wilmington and Zanesville Railroad, and thence to its eastern terminus at Chillicothe. It is the determination of the Directors to have the section, between Dayton and Xenia, in running order by January 1st, proximo; the remainder of the work, from Xenia to Washington, is progressing rapidly, under the direction of P. Pomeroy, Esq., Chief Engineer.

Evansville and Crawfordsville Railroad.—The cars are now running upon this road to within two miles from Vincennes. The road is being urged to entire completion with great energy.

Railroad Meeting at Moscow Ky.—A meeting of the citizens of Western Kentucky was held at Moscow Fulton county, on the 22d ult. to consider measures for constructing a railroad from that place to Paris Tenn. there to unite with the Nashville and Northwestern Railroad, of which it would be in fact a western extension.

Moscow is a point on the line of the Mobile and Ohio road at or near which the Columbus Branch road will unite; and should this proposed line be built, it will open a direct communication by railroad between Columbus on the Mississippi and Nashville, Louisville Lexington, Cincinnati &c.

After passing numerous spirited resolutions the meeting adjourned.

Cincinnati and Cleveland Straight Line.—From E. Gest, Esq., Engineer in Chief of this line, we learn that a thorongh survey has been made from Xenia to Cleveland, and a much more direct line found than was at first expected. From Xenia to Delaware, the route is almost an *air line*. From Delaware to Mansfield, via Mt. Gilead, the line has more curvature, but not to an objectionable extent. From Mansfield the line to Cleveland is a perfect air line, and with unexpectedly low grades. The whole forming an almost unequalled line for directness and facility of construction.

Cincinnati, Logangsport and Chicago Railroad.—This company have just received a lot of splendid passenger cars; for beauty of finish, they are not excelled by any road in the West. A train now leaves Richmond for Hagarstown every morning, (Sunday excepted) at half-past 8 o'clock, and returning, leaves Hagarstown at 3 o'clock, P. M., and arrives at Richmond in time to connect with the trains to Dayton and Cincinnati.

Central Ohio Railroad.—The Wheeling *Gazette* says:

We learn that the Central Ohio Railroad Company has purchased of Mr. J. M. Rushfield, an interest in the landing owned by him in the Fifth Ward, consisting of 400 feet or more upon the river, for a landing of their ferry boats from Bell Air, where their road strikes the Ohio, with their passengers and freight for this city. The arrangements of this company, for the accommodation of its business, seem to be progressing as well as the road, and they seem to be in no danger of being deficient in eastern outlets for the trade or travel of the fertile section through which it passes. It has the river on the south, and on the north, for heavy freight, an arrangement with the Cleveland road for its business on the west side of the river to Pittsburgh, the depot in the Fifth Ward for its Wheeling and Hempfield road business, and the depot at Benwood and a favorable arrangement with the Baltimore and Ohio Railroad, just completed, for its business over that road. We would have much preferred seeing this all done in the city; but as it seems not to be, we are rejoiced to see the road securing the outlets most favorable to the vast business it will be called upon to do from the richest country in this region.

Dayton and Michigan Railroad.—We learn from the Shelby county *Banner* that the Engineers have completed the surveys, corrected the line, and located the road, from the bluff east of Piqua to Sidney.

New York and Erie Railroad—New Arrangement.—The New York and Erie Railroad Company have made arrangement with the steamboat *Francis Skiddy*, to run between Newburgh and New York, in connection with their road, which enables them to ticket passengers from this place, *via* Newburgh, at the same price charged by the New York Central Railroad, *via* Albany and the People's Line on the Hudson river.

The *Francis Skiddy* is the fastest, largest, and most splendid boat running on the Hudson river.

Aurora Extension Railroad.—The track of this road was laid to Mendota, the junction with the Illinois Central, last week. Passenger trains will be put upon the line at once; and from one more direction a line of railroad will enter Chicago, bearing the produce of the fertile fields of Illinois.

Communication.

"I DON'T SEE HOW I COME TO FORGET IT."

It is ever our wish to speak in terms of commendation of the management of any and all railroads coming under our notice; yet, while not assuming the office of public censor, where cases of mismanagement, wherein the public are interested, are brought to our notice, and we are satisfied of the veracity of our informant, and the truth of the charge, we shall not hesitate in making the same public when we see fit to do so.

In this category we place the following communication, from a gentleman of large railroad experience, and a close observer of things in general, It shows up, in a practical manner, just how numbers of similar accidents occur, and why they do occur. We hope it will receive the consideration it merits at the hands of those interested.

For the Railroad Record.

"I don't see how I come to forget it."

MR. EDITOR:

This is the language of muling, whining negligence, drawled out by one of the blockheads mentioned by a correspondent of your paper, a few weeks since.

At Columbus, Indiana, the Jeffersonville road crosses the track of the Madison and Indianapolis road. The former company, not possessing the mechanical skill to construct a scientific crossing, resorts to a substitute in the form of swing-rails, turned upon hinges when the Madison trains pass, and returned to the line of track when the Jeffersonville trains cross.

A few days since these swing-rails were left open, on the arrival of the latter train; and off went the engine—and out came the switch-tender, with hands in his breeches, whining, "*I don't see how I come to forget it.*"

The bungle made in getting the engine upon the track, I will not attempt to illustrate; but, know this, the work of twenty minutes in skillful hands, was prolonged to over an hour. I purpose to institute a few inquiries, and add such remarks in relation to the general management of this road, as come from personal inquiry and observation.

Alluding to the circumstances related above, I would inquire—Where were the brakemen? The switchman has informed us where he was—in a forgetful mood. The brakemen—inside the cars of course, or indifferent to duty—presuming that danger was afar off. The enginner, where were his eyes—starting his train ten rods from danger, unnoticed until too late?

The writer, standing upon the platform at the time, hearing the shrill whistle of danger, applied the brake himself, which in a measure checked the train.

Passengers all out; now listen to the prevalent sentiments—"How very fortunate that it is no worse"—"Accidents will happen on the best of roads." "A matter of course, of but little moment, since nobody was hurt—no one to blame."

The day previous, I understand, the President of this company was called upon to adopt a valuable improvement; an additional guarantee to the safety of the traveling public, and the interests of the company; an improvement almost universally adopted on well managed roads, His reply was this—"We are poor; and I don't mean to buy anything that we can possibly get along without."

"Such a policy will always keep them poor," was the mental response of the writer. Now, what things do this company think to get along without?

First—A General Superintendent.

Second—Half engines enough to do the business of the road, as it ought to be done, and give ample time for repairs.

Third—Gravel-cars—used instead of platform cars—rather questionable economy for short runs.

Fourth—Practical mechanics for engineers; conductors qualified: brakemen experienced; set up a brake windlass, and leave the wheels to slide nine miles—ruined. Splendid economy this.

Finally—All want to be *Boss*, from journal-greaser to the Civil Engineer; and all this, I suppose, is considered *economy*, and tending to prosperity, by those whose business it is to know something besides figuring to get labor done for a song, and outlays retrenched at the sacrifice of property, and jeopardy of human life.

I should like to know by what right a man, or a company of men, who can feel no responsibility, dare to assume the responsibility of freighting human life? Possessing little or no experience in guiding the mechanism of the great pioneer enterprize of the age—professing to know all things, and in their vanity knowing nothing, comparatively, as they ought, on matters of *vital* moment.

There is one man connected with this road, of extensive experience — car-builder and charge of repairs, Lorenzo Harden—who would put things moving in the right channel, so far as his jurisdiction extends, were he not hampered by the stingy policy of small expenditures, in hope of large profits.

But, enough; experience is the best school master, and some will allow no other to bring them to the knowledge of the truth.

Respectfully, &c.,

INSPECTOR.

Indiana, Oct., 1853.

LAFAYETTE AND BLOOMINGTON RAILROAD.—The citizens of Bloomington recently voted a subscription of $50,000 to this road; there being only five dissenting votes.

NORTHERN INDIANA RAILOAD COMPANY.—At the annual election of Directors of this Company, held at Laporte, on the 25th ult., the following persons were elected directors:

John B. Jarvis,	Charles Butler,
George Bliss,	Hugh White,
John Stryker,	Ezekiel Morrison,
Edwin C. Litchfield,	Elisha C. Litchfield,

James Archibald.

The last named director is a new member of the Board. He is well-known as having the charge of the operative department of the Delaware and Hudson Canal Company for the last twenty-five years, and he has earned a deservedly high reputation. We understand that he is to reside on the line of the road, and to have the auditing and supervision of the operating department and the general economy of the road. No better selection could possibly have been made. We have a slight acquaintance with Mr. A., and for years have had occasion to know that much of the great success of the Delaware and Hudson Canal Company has been due to his admirable management. He will be an invaluable acquisition to the road.—*Chicago Democrat.*

LOGANSPORT, PEORIA AND OQUAWKA RAILROAD.—The engineers employed of this company reached Middleport, on Saturday night last, and finished setting the side-stakes on this important line of road, from Logansport to that point. We learn that the work is progressing rapidly in the vicinity of Logansport and Monticello, Ind., and that "shanties" are being erected on the line between those two places.

LYONS AND MISSOURI RAILROAD, IOWA.—H. H. Phelps, of Oneida county, New York, has been appointed Superintendent of the Lyons Railroad. Mr. Phelps was Superintendent of the Syracuse and Utica Railroad, and has therefore the advantage of experience in railroad matters. He is well spoken of by those who know him.

NORTH MISSOURI RAILROAD.—The contract for the grading and masonry of the first section of this road—being from St. Louis to this city—was let on Monday last. We have not learned the name of the contractor; but we understand that there was considerable competition for the work, and that there was a number of bids to build the whole line—some offering to take the bonds of the company and one-fifth of the stock necessary to build the road. If our informant is correct—and he ought to be reliable, as he is one of the Directors—the "signs of the times," and more particularly the feeling, argue much in favor of the certain and easy completion of the road.

The contract let between St. Charles and St. Louis, does not embrace the entire construction of the road on that section; therefore, we are unable, as yet, to give our readers an idea of what the building of the road will cost per mile.—*St. Charles Chronotype, Oct.* 29.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	*7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104¾	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Ilinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾prem	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	¼ to ½prem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, November 5, 1853.

10 shares	Kentucky Trust Co. Bank Stock, with 4 months dividend	100 00
50 "	Kentucky Trust Co. Bank Stock	passed.
30 "	New Albany and Salem R. R. Stock.	passed.
30 "	Little Miami R. R. stock	114 00
50 "	Cincinnati, Hamilton & Dayton Railroad Stock	102 00
42 "	Covington and Lexington Railroad Stock	passed.
50 "	Do. do. do. bid	63 00
40 "	Cincinnati and Hillsboro' Railroad Stock	passed.
20 "	Ohio and Mississippi R. R. Stock	passed.
100 "	Cincinnati Western Railroad Stock	passed.
100 "	Cincinnati, Wilmington & Zanesville Railroad Stock	passed.
45 "	Indianapolis and Bellefontaine R. R. Stock	passed.
40 "	Peru and Indianapolis R. R. Stock, interest from July last to purchaser.	passed.
120 "	Greenville and Miami R. R. Stock	passed.
60 "	Springfield, Mt. Vernon and Pittsburgh Railroad Stock	passed.
2 "	Peach Orchard Coal Co. Stock	passed.
9 "	Washington Insurance Co. Stock, bid	21 00
100 "	Peru & Indianapolis R. R. Stock, bid	57 50
30 "	Covington and Lexington Railroad Stock	passed.
50 "	Mad River and Lake Erie Railroad Stock	passed.
9 "	Cincinnati and Hillsboro' R. R. Stock.	passed.
4 "	Indiana Central Railroad 10 per cent. Stock	passed.
20 "	Bellefontaine and Indiana Railroad Stock, interest from July, 1853.	passed.
10 "	Lawrenceburgh and Upper Mississippi Railroad Stock	passed.

November 9, 1853.

5 shares	National Insurance Co. of Cincinnati,	no bid.
9 "	Washington Insurance Co. Stock, per share, bid	21 50
100 "	Merchants' and Manufacturers' Insurance Co. Stock, per share, bid	4 50
25 "	Cin., Ham. and Dayton R. R. Stock	101 00
30 "	Covington and Lexington Railroad Stock, bid	63 00
40 "	Little Miami Railroad Stock, bid	108 00
10 "	Kentucky Trust Co. Bank Stock	no bid.
14 "	Central Ohio Railroad Stock, bid	73 00
75 "	Lawrenceburgh and Upper Mississippi Railroad Stock	no bid.
30 "	New Albany and Salem R. R. Stock.	no bid.
100 "	Peru and Indianpolis Railroad Stock.	no bid.
72 "	Eaton and Hamilton R. R. Stock	no bid.
30 "	Burnet House Stock, bid	32 00
36 "	Indianapolis and Bellefontaine Railroad Stock	no bid.
30 "	Ohio and Mississippi R. R. Stock, bid	81 00
2 "	Peach Orchard Coal Co. Stock	no bid.
40 "	Cincinnati and Hillsboro' R. R. Stock	no bid.
1260 "	Peru and Indianapolis R. R. Stock, with $677.25 interest to purchaser.	no bid.

MONETARY.

In New York, Money continues scarce and active; the ruling rates are from 12 to 18 per cent. per annum. The "Economist" attributes the pressure to the injudicious action of some few of the City banks, and, as by the recent Bank law of that state, a stringent course pursued by one bank, as to its paying out money, compels a similar course to be adopted by the others.

The Stock Market, though dull for some time past, closed with an upward tendency the past week.

The stringency abroad has compelled the holders of Federal Stocks to avail themselves of the offer of Secretary Guthrie to redeem them. The 5 per cent. debt of the District of Columbia, negotiated, in Holland, in 1830, and assumed by Government in 1836, and to be paid by annual instalments of $60,000 each, amounting now to $780,000, and having an average of six years yet to run, were redeemed at 12½ per cent. premium; also, about $1,000,000 of other stocks, within the last two weeks.

The New York *Times* says:

The peremptory sales of stocks by Mr. Draper at the Merchants' Exchange, indicate most sensibly the real nature of the supply of ready cash. The best class of State Stocks, like the Coupon 5s of Pennsylvania, and the 7s of Georgia, were bid off at a decline of from 6 to 8 per cent. from the previous retail operations at the Stock Board; and Michigan Central 8 per cent., and Cleveland and Toledo Convertible Bonds, at a decline of 3 to 5 per cent. Mr. Draper closed every lot that would bring the advances which he had obtained on the stocks, for his constituents, previous to his suspension; but even with this purpose to sell, he was forced to withdraw part of the list as wholly unmarketable. The Stock houses were fairly supplied with means at the option of the lender, but their wants in this way are not so eager as the demand on business paper. The importers and domestic commission houses are realizing on their very best bills receivable at from 12 to 15 per cent., and a variety of other mercantile bills are thrown on the street at similar rates.

We have to note the failure of H. Dwight, Jr., banker and broker of New York. He had nearly built the Chicago and Mississippi Railroad, from his own resources, to the extent of $1,500,000. At the moment of his failure, an arrangement was on foot to complete the road by a combination of the parties interested; but at this juncture the stringency occurred, and Mr. D. could not meet his obligations; the parties to the proposed arrangement withdrew. What effect it will have upon the final completion of the road, we cannot yet learn. We trust that it will be completed without delay.

Foreign Exchange is plenty, and rates at 109½ for best names. Produce bills were plenty, at less rates.

The supply of Specie subject to draft in the several depositories of the United States Treasury on the 24th ult., was $25,958,756, the principal amounts being held—

At New York	$7,107,294
At Philadelphia	8,534,934
At New Orleans	4,132,298
At San Francisco	1,166,810
At Boston	2,993,123
At St. Louis	1,066,691
Miscellaneous	957,606
Total	$25,958,756

At Boston the pressure has been very severe, but with a fair prospect of early relief.

At the West, the demand for money is increasing, and is emphatically "tight." Good paper is plenty at 1¼@ 1½ ℔ cent., per month, out of doors.

Eastern Exchange remains as at our last quotations, though during the week it has been as high at 1½ per cent. premium.

The state of the Stock Market is well indicated by the report of Messrs. Hewson & Holmes' sales, by which it will appear that only the very best stocks can be sold at any price, and those at figures much below their actual value. Under this state of affairs, we do not feel inclined to make any alterations in our table of quotations at present.

The Massilon Bank has failed since our last issue. We advise our readers not to part with whatever they may have on hand of its bills just now; they will be worth as much a week or ten days hence, when the condition of the bank is made known, as now. Several Eastern banks are reported as having stopped, the particulars of which are not yet definite.

Miscellaneous.

GAS---A REVOLUTION IN KITCHEN AND PARLOR.

The New York *Mirror* notices somewhat in detail an invention by which the principle of heating and cooking by gas is successfully insured. It is a patent owned by Skinner & Power, of Brooklyn, and its working is thus explained:

The *modus operandi* is perfectly simple. The common gas pipe is tapped at any point, an india rubber tube is attached by means of an ingenious coupling, composed in part of the same material, through which the gas is conducted to a small iron plate—not much larger than one's hand—that forms what may be called the stove. This plate is filled with perforations, containing asbestos, which concentrates and diffuses all the heat. The computation made by the inventor goes to show that a small office may be heated for the trifling sum of fifteen cents a day. Admitting that a much larger amount will come nearer the truth, the advantages of the invention are obvious. For lawyers' and similar offices, where it is desirable to avoid the dust, dirt, and trouble of a coal fire, to say nothing of the expense of keeping an attendant, it is peculiarly adapted. A man can enter his office in the morning, turn on the gas, apply a match thereto, and the fire is instantly started and by the time he gets comfortably settled down to his desk, the room will be warmed.

Of its complete success in cooking we can speak with a confidence founded upon careful observation and repeated experiments. We have eaten meats cooked by this new process, and can vouch for their fine flavor; as for the expense, we can speak with mathematical precision, having carefully computed the cost with Mr. Power and the President of the Brooklyn Gas Company. To cook 3 lbs. of mutton chops takes just ten minutes of time, and costs only ⅓ of a cent; to boil a kettle containing half a gallon of water, occupies exactly 12 minutes and consumes less than a cubic foot of gas. To get up a breakfast of four dishes, say one for meats, a second for coffee, a third for potatoes, &c., and a fourth for eggs, or whatever else you please, will cost only 3 cents, and can all be done within 15 minutes.

The gas pipes are tapped, and the connection with the cooking apparatus made in the same way that we have described for heating. Fifty dishes can be cooked at the same time, if desired. A fine large turkey was roasted at the Astor House the other day by this process, and those princes of caterers, Messrs. Coleman & Stetson, pronounced this new mode of cooking the most complete and successful in its results that they had ever witnessed. The days of stoves and cooking ranges are numbered. The use of gas is to form a part of our domestic economy, and the kitchen will become an attractive place.

Many inventions of a somewhat similar character have been brought before the public, but they have all been radically defective. This is the first time that the gas has been so thoroughly decarbonized that no smoke would gather upon the dish. Take the clearest gas burner in New York place polished metal over the flame, and it will be instantly blackened. Take the brightest silver and hold it to the blaze that Mr. Power produces, and it will scarcely dim the surface.

Mr. P. has apparatus for every ramification of the kitchen—even to heating a flat-iron—that is ever required. An ironing day will soon cease to be dreaded by all housewives. He has a smoothing iron constructed in such a manner that it will be heated nearly as soon as the gas is turned on;—the gas is conducted into its body in the manner we have described, and can be graduated at pleasure; the wooden handle through which the gas passes before ignition, is a non-conductor of heat, and the flat can be used all day without a holder.

We cannot go into the minute description of the various cooking utensils, but will say, in brief, that they are all made upon the same principle. The gas of one of our ordinary burners supplies fifty jets—forming a distributed and attenuated flame—resembling in appearance the bluish alcoholic flame, and saving every particle of the heat. The cooking is all done by *downward* radiation; the fire is brought to the meats, not the meats to the fire. In roasting, the *fire* keeps basting the meat all the time, thereby saving the cook all the trouble which he is now compelled to take.

The various jets unite and form a splendid sheet of flame, the heat of which increases in intensity the longer it burns. and which accounts for the great economy of the invention. Every particle of the heat generated is used—none of it being lost as is the case now when the fire is not cribbed and confined.

A company of capitalists have taken hold of the matter, and will soon erect a large factory for making the cooking utensils, &c; so that the public will soon enjoy a participation in the benefits of this new and valuable invention.

Vote on Railroad Tax.—The citizens of Montgomery county, Tenn., determined by public vote on the 20th inst., whether or not to subscribe $250,000 to the Memphis, Clarksville and Louisville Railroad. The result was that 1516 votes were polled; of which 1115 were for the bonds, and 431 were against them, leaving a majority of 674 votes in favor of the county subscription.

Of the fifteen districts, four were against it, and ten in favor of it; one not voting.

The vote was not as large as usual, but if all had voted, the majority would have been increased. The subscription has been voted, and there is now $600,000 subscribed towards this road in Montgomery county, independent of $8,000 per mile State aid.

Indianapolis and Chicago Railroad.—A meeting was held at Delphi, Ia., a few days ago, to take measures for the construction of a railroad from Indianapolis to Chicago. Articles of association were adopted, and resolutions strongly recommending the work were passed.

☞ The New York *Tribune* says, the New York Central Railroad Company will apply to the next Legislature for leave to secure their six per cent. bonds, by a first mortgage on the road.

Lawrenceburgh and Upper Mississippi Railroad Completed.—The first through train over this road went from Indianapolis to Lawrenceburgh, on Monday, the 31st ult. A regular train is now established, connecting with this city by means of steamers from Lawrenceburgh. Leaving Indianapolis at 1 o'clock, P. M., and reaching Cincinnati at 7 o'clock, the same evening. Leaves Cincinnati at 6 o'clock, A. M., and arrives at Indianapolis at 12, M. Through Fare, $3.00.

ACKNOWLEDGMENTS.

The Glasgow Practical Mechanic's Journal—No. 7, Vol. 6.—We are in receipt of this valuable Journal, containing a large amount of *practical*, mechanical information. Among its contents will be found descriptions and illustrations of numerous articles on exhibition at the Dublin Exhibition; also, a large copper-plate illustration of Mr. Sager's steamship propeller, and of Mr. G[illegible]sson's Oval, tubular boiler.

This Journal is the most valuable of any issued for the especial use of mechanics. It ranks highly with the public, and deservedly so, as its information is always of a highly instructive and reliable nature.

It is published simultaneously in New York and Glasgow—Terms, $3 per annum. *Stringer & Townsend, publishers, New York.*

The Parlor Magazine—Vol. 1, No. 5.—This entertaining Magazine, for the present month, is promptly issued. It fully sustains the reputation established by the previous numbers. It is illustrated with two steel engravings, and fashion plates. The literary department is highly interesting; and of a nature worthy of a place in every family. *Jethro Jackson, publisher, Cincinnati.* Terms, $2 per annum.

Hunt's Mercharts' Magazine—No. 5, Vol. 28—for November, 1853. This Journal has been received; its contents embrace an unusual amount of matter for the use of the mercantile community, from the pens of competent correspondents and contributors.

The extensive circulation of this Magazine is the best indication of its value, and the high esteem in which it is held.

Terre Haute and Richmond Railroad.—We are indebted to Charles Wood, Esq. Secretary of this road, for a prompt compliance with our request for information as to that road. The information sent is complete, and contains just what it was our desire to know. This promptness on the part of Mr. Wood, is characteristic of all the employees of the T. H. & R. R. R. Co. He has our hearty thanks.

We are also indebted to the Maysville and Lexington, and the Cincinnati Western Railroad Companies, for copies of reports, charters, &c.

VALUABLE SCIENTIFIC BOOKS.

De La Beche s Geological Observer, 8vo.
Professor Hitchcock's Geology of Massachusetts, 2 vols., quarto.
Christy's Letters on Geology.
Humboldt's Aspects of Nature.
Lyell's Travels in the United States. 2 vols., 12mo.
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Brevier.....	42 "	Diamond	1 60 "

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☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,
oc20 H. H. GOODMAN, Sec'y.

Office, L. & U. M. Railroad Company,
LAWRENCEBRUGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the following resolutions were adopted, viz:

"That the interest on the stock of this Company shall cease after the first day of January next, and that thereafter regular dividends of the net earnings of the Company shall be declared every six months."

"That the Secretary procure a handsome certificate of stock to be engraved in the new name of the Company, to be issued on and after the first of January next, for the principal and interest then due on stock."

"That where fractional sums less than a share shall occur, the owner of the same may pay the difference, and take a share of stock, or receive a separate certificate for such fraction, entitling the holder to a share when the residue is paid in cash, or by like certificates."

Pursuant to the above, Stockholders are requested to surrender their certificates, before the first day of January next, when new certificates will be furnished, including principal and interest due to that time. WM. G. DUNN,
oc20-3t Secretary.

Office, L. & U. M. Railroad Company,
LAWRENCEBURGH, Oct. 12th, 1853.

NOTICE is hereby given, that at a meeting of the Board of Dirctors of the Lawrenceburgh and Upper Mississippi Railroad Company, held on the 3d day of October, 1853, the foliowing resolution was adopted, viz:

"Whereas, the principal places designed to be connected by the diversion and extension of the Lawrenceburgh & Upper Mississippi Railroad from its earlier bearings were the cities of Indianapolis and Cincinnati; and, whereas, under its present title such leading object of the road is not as distinctly indicated, as is desirable for general information: Therefore, be it resolved, by the Board of Directors of the Lawrenceburgh and Upper Mississippi Railroad Company, that the corporate name of the said Company be, and the same is hereby changed, and the said Company shall from and after the first day of December next, be known by the name and style of "THE INDIANAPOLIS AND CINCINNATI RAILROAD COMPANY;" and as such shall hold, exercise, and enjoy all the privileges and rights exercised and enjoyed, and be subject to all the engagements, contracts, and restrictions incurred by said Company, under its former name, according to the provisions of the General Law of the State of Indiana, authorizing Railroad Companies to change their names.

A true copy. WM. G. DUNN,
oc20-3t Secretary.

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CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

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Cincinnati and Portsmouth R. R. Co.,
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

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No. 101 Main St. west side, bet. 3d and 4th Sts.,
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TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, November 21st, for the Graduation, Masonry, and Superstructure of the CLINTON LINE EXTENSION RAILROAD, from Hudson, Summit County, Ohio, to its intersection with the Mad River Railroad, a distance of about 95 miles.

The route occupies a perfectly healthy country, thickly inhabited, and accessible at all points, while the work is of a character sufficiently heavy to invite the attention of Contractors.

The line will be ready for examination ten days previous to the letting, at which time Specifications, Maps, and Profiles, will be exhibited, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, Nov. 21st, for the Graduation, Masonry, and Superstructure of about twenty-six miles of the CLINTON LINE RAILROAD, from Farmington to the Pennsylvania State Line, at the office of the Company, in Hudson.

Specifications, Maps, and Profiles, will be ready for examination ten days before the letting, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

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(BOURDEN'S PATENT.)

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ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

y7tf RICHARD NORRIS & SON.

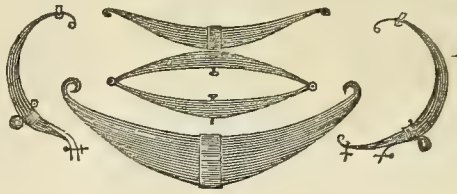
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I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
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†May 19.

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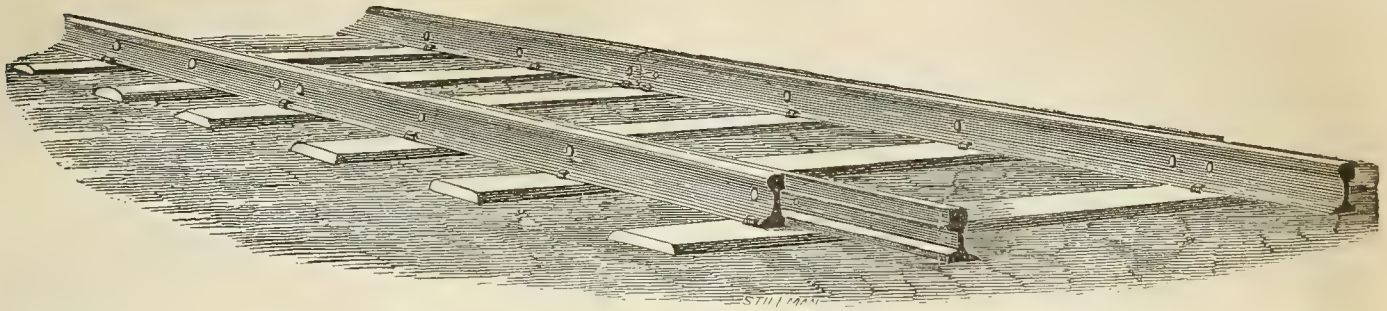
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THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

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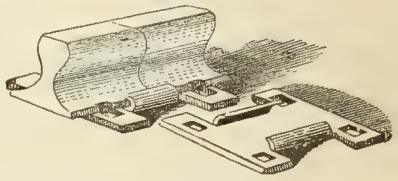
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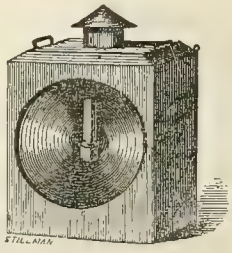
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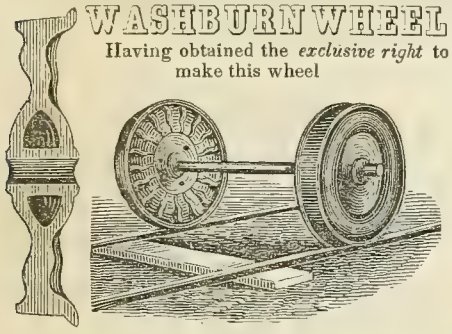
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All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

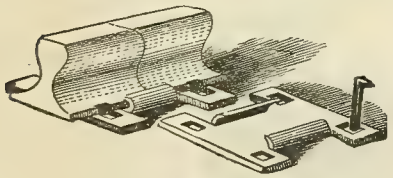
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THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

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A. S. WINSLOW,
9 and 11 West Second St.,
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S. H. LOOMIS,
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August 16, 1853.—au18†

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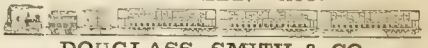
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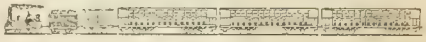
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The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

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Fifth Train—Eaton and Richmond.....3½ " P. M.
Sixth Train—Evening Express,.....5 " P. M.

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Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

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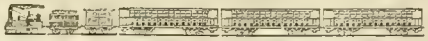
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No. 38. CINCINNATI, THURSDAY, NOVEMBER 17, 1853. Vol. 1.

THE

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IS PUBLISHED EVERY THURSDAY MORNING,

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At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, EDITOR.

For TERMS and list of Agents, see last column last page.

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For terms of advertising, &c., see last column of the last page.

THE COAL FIELDS OF CINCINNATI AND OHIO—FUTURE SUPPLY.

There are a great many articles appear in the newspapers to shew how *much* coal the country has, and in what *places*. But, that is not the question. We want to know *how* to get it, at reasonable prices. Now, there is only one way to reduce the price, and get a steady supply. That is, by a Coal Railroad. Cincinnati might have had this sooner, had her citizens directed their attention to that object, instead of waiting to watch the quarrels of the Hillsboro' Railroad. The consequence of this is, Cincinnati has left the Chillicothe and Marietta line, (now nearly finished to the Coal Mines) unaided, and must wait another year. But the question remains—When, and how shall we get coal enough? When it was said, but a short time since, that coal must be brought by railroad, and *could be brought profitably*, the idea was deemed almost absurd. The river would render competition vain, and furnish ample supplies! How is it now?—How has it been? The river supply is now, and will be *totally inadequate*. With all the mines of Youghiogeney, Pomeroy, Kanawha, and the Sandy, and all the competition of coal merchants, the city is left unsupplied, even for common fires, at the highest prices; while her factories, the very heart of her business, have been threatened with stoppage! What is the cause of this? The cause is, that the city really *needs* much more coal than, with present means, can be supplied. That is all. The actual consumption of the city is about *six millions* of bushels; but, if the price was ten cents per bushel, as with an adequate supply it would be, the consumption would even now be *ten millions* per annum; and would soon be doubled. Now, whence are we to get it? The coal-fields of Cincinnati—those which are natural to it—are those in Ohio, directly east of it, on the waters of Raccoon Creek, from 120 to 140 miles, by rail. From fifteen miles east of the Scioto to the Cumberland, Maryland, coal is found in one continuous field. Of course, it will never be brought much farther than from the nearest, good, workable beds; because the shorter the distance, the cheaper will be the carriage. We regard it, as certain, that Cincinnati and the Miami country, as well as eastern Indiana, are to be supplied with coal from the Ohio field; and next to that from Kentucky. If the railway now made as far as Falmouth, were continued from that point up to the main branch of the Licking, coal, and good coal would be found, about as near as the Ohio Mines. When Covington is a little larger, which will be soon, that enterprise will be undertaken for the benefit of Covington, if not of Cincinnati.

As much is said of the abundance of coal, in various localities, let us look a moment at the immense repositories of this fuel, in Ohio and Kentucky. The following is given as the extent of their coal fields:

Ohio.....11,900 square miles.
Kentucky.....13,500 " "

It is true the coal, "crops out," that is, is *visible* only at certain points—especially where the streams cut the surface; but, it is everywhere underneath, at short distances, and were there a greater demand and steady price, it might be profitable to mine it by sunken shafts, as the English do. But, in our present circumstances, it is best to work a seam lying on, or near the surface.

As to the *quantity* of coal provided for Ohio and Kentucky, we can only approximate it, by saying, that if each of these states consumed one hundred millions bushels of coal each year, *one seam only would supply them for six millions of years!* But, as there are probably a dozen seams in a thousand feet of depth, the good people of these states may consider themselves as having a supply on hand, for illimitable ages. All that is necessary is, to *dig it out and distribute it.* The last process is the one we are most deficient in.

To supply Cincinnati effectually with coal at a moderate price, it is necessary, then, to have a railroad (more if profitable) running directly east to the waters of Raccoon and the Hocking. Such a railroad should enter Cincinnati, through the tunnel, when completed; because coal can thence be distributed, with the least handling, to the great mass of the population. The tunnel, we know also, has been looked upon with suspicion, but in the end it will prove one of the most beneficial works of Cincinnati; and, if the high price of money should for a time arrest its

progress, it would be soon taken up again, and finished. This by the way.

If coal were thus furnished *uniformly* at ten cents per bushel, it would save three cents per bushel over the averages of the past two years, and that would save the city $300,000 per annum. It would be the interest of five millions, and in ten or a dozen years, would pay the whole cost of a double track railroad to the mines.

The *supply and economy of working power* is one of the great elements of success, and prosperity to a community. And what is coal but a *working power?* Its value to a manufacturing community cannot be estimated. It is a vital element. In New England much is said about the value of water power, and *there* it is invaluable; chiefly because they have no coal. But, *here* coal is, and must remain the great element of manufacturing success. With coal, *wholesale* at eight cents per bushel, (at which it can be got) Cincinnati can compete in the manufacture of iron, cotton, and wool, with any part of the United States.

The remarks we have made, are not applicable to Cincinnati only, but to the whole Valley of Ohio, which is better supplied with the great elements of commercial power—FOOD, FUEL, IRON, and STREAMS OF WATER, than any other part of America.

The development of these vast resources is the great work of society, in its physical progress.

CANADA WHEAT PRODUCTION.

In reply to an article from a Canada paper, endeavoring to shew the great amount of wheat exported from that country, we stated (a few weeks since) the improbability, that exports of wheat could be increased from that quarter. We have now the statistics of the Canadas before us, from which it appears, that the whole production of wheat, in Canada, for 1851, was as follows:

Upper Canada	12,692,862 bushels.
Lower Canada	2,075,868 "
Total	15,768,730 bushels.

This is but about two-thirds the production of the State of Ohio. The Canadas, however, contain 1,600,000 inhabitants, which, at six bushels each, (the British allowance for consumption) will require 9,600,000 bushels, leaving a surplus of only 6,100,000 bushels. This is about as much as they really do export. But it appears from *Andrew's Report on Colonial Trade*, that Canada really did not export as much in that year. The export of 1851, was:

Flour	684,894 barrels.
Wheat	951,990 bushels.
Equivalent to	4,376,460 bushels.

The competition of Canada wheat is, therefore, very little. The export of the United States is ordinarily about four times that of Canada.

The production of Indian corn, in Canada, is almost nothing, amounting to little over 2,100,000 bushels. There is, therefore, little substitution of corn to be made for wheat. The production of potatoes and oats is large; but these do not in America, enter much into the manufacture of bread. An examination of the statistics of wheat production proves, that by far the largest production is between the parallels of 40° and 42° latitude, comprehending Ohio, Pennsylvania, New Jersey, and the larger part of Illinois, which annually produce half the wheat raised in the United States. Though much is said of the wheat of Michigan, Wisconsin, and the Canadas—yet the whole crop, in those sections, is small compared with the production immediately south of them.

Railroads.

CAIRO AND FULTON RAILROAD, ARKANSAS.

A preliminary survey and estimates of this route for 38 miles, commencing at Ohio City, across the Mississippi River from Cairo, have been made with the following results:

ROAD BED.

Ohio City, 29 miles to swamp, per mile	$1,400
Across swamp, 9 miles	7,450
Average of whole 38 miles	2,800

COMPLETED.

Ohio City to swamp per mile	$10,400
Across swamp, per mile	16,450
Average of whole 38 miles	11,800
Total cost	$448,400

The line passes through very heavily timbered land, which will furnish all the timber necessary with no expense of hauling. The estimates would seem very low; but such as they are, several parties are now ready to undertake the work at these rates. The line of the road is very straight, and no embankment exceed 18 inches, except for the nine miles through the swamp, where it varies from 4½ to 9 feet.

Government has made a grant of land to this State for Railroad purposes, which will furnish funds for the construction of this road.

The Iron Mountain road will eventually be extended southwardly, and connect with this line also. Thus it will become a link in a chain of north and south communication on the west side of the Mississippi river.

We are pleased to see our Arkansas friends up and stirring, and trust that they may succeed in getting their road through at an early day. We do hope, however, that they will take warning from the fate of other roads, and secure the means *at home* before they venture *abroad* with bonds and stock to buy iron.

NORTH-EASTEN AND SOUTH-WESTERN RAILROAD, OF ALABAMA.

This is the great air-line route from New York to New Orleans, through Alabama. It commences at the crossing of the Mobile and Ohio, and the Shreveport, Vicksburg and Brandon roads, running in a north-easterly direction through Green, Tuscaloosa and Jefferson counties, to a point near Elytown, in this last county; thence two lines are projected, in continuation of the main trunk; the one diverging northwardly to the Tennessee river at Beard's Bluff, or Guntersville, and thence, via the Wills Valley Railroad to Chattanooga. The direction of the other Branch, our information does not give.

There has been stock enough already subscribed, it would appear, to grade the northern portion.

The region traversed is one vast depository of mineral treasure, as well as the richest cotton growing region of the globe.

This road, if constructed, will use the route and appropriate the charter of the Wills Valley road, if mutually satisfactory arrangements can be made; and will thus open a communication from our city to New Orleans, via Nashville, Chattanooga, and the northern and central portions of Alabama, affording valuable means of intercommunication for our city with that garden spot of the Union.

BUREAU VALLEY RAILROAD.—We learn that a public meeting was held in Rushville, during the session of the Circuit Court, and resolutions passed in favor of the extension of this road to Hannibal, via Rushville, Mt. Sterling, &c. Floating rumor says that the Southern Michigan Company will build it, if they can obtain the right of way and a charter; but nothing tangible has as yet, we believe, been presented to the public to establish a basis for this belief.

NEW YORK ATLANTIC AND PACIFIC RAILROAD.—A meeting of the Stockholders of the Pacific Railroad, was held on Thursday, at the Metropolitan Hotel, New York, when the following gentlemen were appointed Directors. They are among the heaviest stockholders in the concern:—Levi S. Chatfield, Sandford E. Church, Orville Clark, Caleb S. Woodhull, of New York; Cyrus Moore, Maine; George Ashmum, Mass.; T. Butler King, Ga.; Alfred Gilmore, Penn.; Francis M. Dimon, R. I.; Robert J. Walker, Washington; Elon Farnsworth, Mich.; William Noyes, Penn.; Jeptha Fowles, Tenn.; Thomas J. Green, California; Anson Jones, Levi Jones, W. R. D. Ward, Texas; James H. Lucus, Mo.; Isaac E. Holmes, S. C.; Nathaniel T. Green, N. C.; Philip T. Thomas, Md.; H. D. Spelman, S. Waggoner, Ohio; G. W. Underhill, Ark.; E. T. Bridge, N. J.

FORT WAYNE AND CHICAGO RAILROAD.

The Chicago *Tribune* understands that the Directors of the Fort Wayne and Chicago Railroad have entered into a compact with the Northern Indiana (Michigan Southern) Directors, by which the two roads will unite at La Porte.

The *Tribune* remarks, as follows, upon the effects of the new arrangements:

"While this arrangement will very greatly hasten the period when this city will be placed in direct railroad communication with Northern Indiana, Ohio, and Pennsylvania, as also Western Virginia and Baltimore, by means of the Baltimore and Ohio Railroad, nevertheless, we think it an injudicious one for the Fort Wayne Company, as well as this city. The company will not only make their road longer, by means of the La Porte elbow, but will lose the large business of Porter and Lake counties, which it would obtain were the road built upon the survey from Plymouth to Chicago, via Valparaiso. The advantage of a connection at La Porte, will all be to the Michigan Southern Company, and its Directors have secured a good bargain, if they have made the connection a permanent one, because they will be able to retain for their road advantages, as a thoroughfare to the States of Ohio and Pennsylvania, that were likely to be taken from it by the continuation of the Pennsylvania and Ohio, under the name of the Fort Wayne and Chicago, on a direct line to this city.

"Last year, when it was announced that the Fort Wayne and Chicago road was to be built, the Directors of the Michigan Southern Company saw the advantage the new road would possess, and at once prepared to counteract it by building the old straight line Buffalo and Mississippi Railroad, under the new charter, we believe, from Toledo through the northern counties of Ohio and Indiana to Goshen, where it would connect with the Northern Indiana road, and save about forty miles between this city and Toledo, compared with the present route, via Adrian.

"The new arrangement, however, supersedes, in a measure, the necessity of the straight line, because it controls or destroys the advantages of the only competition which seriously threatened the business prosperity of the Michigan Southern road. So far as the Fort Wayne and Chicago road is concerned, therefore, its importance to Chicago has been to a great degree lost by the new arrangement. It will not be a competitor for trade and travel as was expected; nor will it bring to our city the trade of Marshall, Stark, Porter, and Lake counties, in Indiana, as it would have done, had the old surveys and independent line, via Valparaiso, been adhered to."

INJUNCTION AGAINST THE JACKSON RAILROAD.

We learn that Judge Douglas, of Detroit, after having held the matter under advisement for some months, has at last issued the injunction asked for, to prevent the completion of the Jackson Branch of the Michigan Southern Railroad. If this decision is a correct one, never were a people more completely sold to a greedy and unscrupulous corporation, than are the people of Central and Northern Michigan. Without the power to build longitudinal railroads, except such as shall pass along the state border, and prohibited from the construction of such east and west lines as might impair the revenue of the Central road, they find themselves in a country unsuited to canals, compelled to do their business on lines that can charge exorbitant rates, because they have no competitors, and that have the power to cut them off entirely from any direct railroad intercourse with the States south of them.

But we do not believe that this decision of a Detroit Judge, will be upheld by the Supreme Court of that state. We have still too much faith in the Courts, to believe that a whole bench will go behind the plain meaning of a legislative enactment, and seek for quibbles upon which to base implications of a surrender of public rights to a giant monopoly. Nothing is plainer to the unprejudiced mind than that the Legislature of Michigan never intended to confer upon the Central Railroad Company the right, which they now claim, to prevent competing roads, and that the corporators, when they accepted their charter, did not expect to acquire any such right by it, unless they relied upon facile judges to put an unintended construction upon words which the Legislature had employed.—*Toledo Com. Repub.*

TIFFIN AND FORT WAYNE RAILROAD.—Mr. Ferguson, Chief Engineer, and his corps of assistants, returned to our city last week, having completed the survey of the entire line of the Tiffin and Fort Wayne Railroad. The distance from Tiffin to the State line by the route surveyed, is 83 miles, and the entire length of the line to Fort Wayne, 102 miles. The grade will not anywhere exceed 15 feet to the mile. Mr. Ferguson, who has had much experience in railroad surveying, inform us that the advantages of the line, in directness, lightness of grade, and capacity for cheap construction, cannot be excelled by any other in the Union, and by very few equalled. It misses all the swamps, with the exception of one, and that it crosses, without departing from a direct line, at its narrowest and shallowest point, the water not exceeding a foot in depth in wet weather, and can be easily drained. There are but four or five curves on the line, and these at each end, where the heaviest work will be. Gravel, stone, and timber, are abundant along the line, and the country through which it runs, of surpassing luxuriance of soil. If the road follows the present surveyed line, which is very probable, it will run 4½ miles south of Rome.—*Seneca Advertiser.*

☞ The Rhode Island General Assembly have passed an act, making Railroad and Steamboat Companies responsible in damages, for loss of life by carelessness. The amount of damages is not fixed.

OUR RAILROAD MAP.

We are at length, after a number of disappointments, enabled to say that our RAILROAD MAP of the West is completed and ready for sale.

It contains *all of the roads* in the States of Ohio, Indiana, Illinois, and Kentucky, with portions of the States of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee, and Canada, shewing *correctly* the termini, towns and cities on the lines, and general direction and connections of every road, whether contemplated, constructing, or completed.

This Map, in connection with the columns of the RECORD, will furnish a full and ample history of the Railroad system of the Great West, over which a vast net work of iron is now laid and being laid. A *record* which it behoves all to read who desire to be conversant with these matters, and get reliable information upon these points.

The Map was originally drawn upon stone, under the supervision of E. Gest, C. E., and has been added to and much extended by a competent hand, from information derived from reliable sources, until it can be pronounced *complete*, to the present time.

The size of the sheet is 24×38 inches, and can be sent by mail.

The prices are as follows:

Plain.....	40 cents.
Colored in outlines of States..	50 "
Colored in States.....	75 "

A liberal deduction made to those wishing them in quantities.

To Railroad Companies desiring Maps to illustrate their reports, this will be found to offer great inducements, as their several lines can be readily made prominent, and shew correctly connections, termini, &c. &c. Orders from Railroad Companies are solicited at prices which will make it an object.

WATERTOWN RAILROAD— *City Subscription.*—The City of Milwaukee has recently, by vote of its citizens, loaned $200,000 to the Watertown Railroad—thus completing the full amonnt of loans of credit for railroad purposes allowed by law, viz: $1,000,000. The loans made are as follows:

Milwaukee and Mississippi road . .	$200,000
Lake Shore road.	200,000
La Crosse and Milwaukee.	200,000
Fond du Lac	200,000
Watertown	200,000
	$1,000,000

DAYTON AND MICHIGAN RAILROAD.—Reports from Columbus are that Judge Thurman has granted the attachment against the D. and M. Railroad Co., which, we judge, if executed, will prevent further work on what is called the Turtle-Creek route. The attachment has been made returnable before Judge Thurman, at Columbus.

RAILROAD EARNINGS.

The October earnings of the Western Railroads are very large.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

The receipts of this road for Oct. 1853, are $220,804:02—an increase over Oct., 1852, of $86,056:54, or over 63 per cent. The earnings of these roads for the last four months, were $689,518:35.

CLEVELAND AND TOLEDO RAILROAD.

The earnings of this road for October, 1853, were as follows:

Southern Division	$54,544
Northern Division	2,669
Total	$58,253

OHIO AND PENNSYLVANIA RAILROAD.

Receipts are—$84,039:13. Increase over October, 1852, $39,297:62. Receipts in 1853, to Oct. 31st, $530,701:69.

NEW YORK AND NEW HAVEN RAILROAD.

The earnings of this road for October, were:

1853,	$93,252 83
1852,	64,324 54
Increase about 44 per cent.	$28,928 29

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

The following are the earnings of this road in October, 1852 and 1853:

	1852.	1853.
Passengers	$18,589 10	$23,725 13
Freight	10,589 45	13,251 54
Mails, &c.	823 05	1,108 15
	$30,001 60	$38,085 82
Increase		$8,084 22

Being 21 per cent. increase. Business was interrupted a day or two the last month, by the destruction of a bridge.

ERIE RAILROAD.

The earnings of this road for October, 1853, are larger even than the largest estimates that have been made. The figures are:

Passengers and Mails	$225,809 06
Freights	327,186 00
Total	$552,995 06
Oct. 1852	376,838 89
Increase	$176,156 17

The actual earnings of the month, we hear, were over $640,000.

HUDSON RIVER RAILROAD.

The receipts of this road for October, 1853, compare with those of the same month in 1851 and 1852, as follows:

October, 1853,	$153,258 30
" 1852,	104,309 67
" 1851,	69,280 71

NORWICH AND WORCESTER RAILROAD.

The receipts of this road for October, 1853, shew an increase of from $6,000 to $7,000 over those of the same month last year.

MILWAUKEE AND MISSISSIPPI RAILROAD.

The receipts of this company for October, 1852 and 1853, compare as follows:

October, 1853,	$41,337
" 1852,	15,072
Increase,	$26,265

A greater length of road has been run the past year than in 1852, though the road is yet incomplete.

STONINGTON RAILROAD.

The increase in the receipts of this road for October, 1853, over those of October, 1852, are some $12,000.

CLEVELAND AND PITTSBURGH RAILROAD.

The earnings of this road for October, 1853, were $44,323:38, being $7,010:36 over those of the same month last year.

NEW YORK CENTRAL RAILROAD.

The rumored earnings of this company for October, 1853, are $532,000.

CHICAGO AND ROCK ISLAND RAILROAD.

Though this road is yet unfinished, such is its importance that its earnings for October, 1853, reached the sum of $67,600, rivaling many of our completed lines.

DETROIT AND PONTIAC RAILROAD.

The earnings of this road for October, 1853, were $10,476:78, being an increase of $2,213:31 over those of October, 1852.

THE IRON RAILROAD,
(Ironton, Ohio.)

The net earnings of this road for October, 1853, were as follows:

Freight	$2,748 20
Passengers	435 70
	$3,183 90
Expenses	1,100 00
Net earnings	$2,083 90

This is one of the best exhibits made, when we consider the road is but 13½ miles in length, and as yet with no connections, its entire receipts coming in from its own neighborhood. It is proposed to continue the line up to the iron regions of Jackson county, and open a communication with the Hillsboro' and Marietta roads, by which the value of the road will be much increased.

The present capital stock is $117,000. Bonds issued $50,000, at 10 years, bearing 7 per cent. interest, with no other indebtedness.

OHIO AND MISSISSIPPI RAILROAD.—We omitted to state that the contract for building this road, entered into by the late H. C. Seymour and his associates, has been transferred to Page & Bacon, of St. Louis, and Prof. O. M. Mitchell, of Cincinnati.

COMMISSIONERS' DECREE IN THE CROSSING CASE.

The Northern Ind. and Chicago R. R. Co., *vs.* The Illinois Central R. R. Co.

In Chancery, in the Circuit Court of Cook county, Illinois:

To the Hon. BUCKNER S. MORRIS, Judge of said Court:

The undersigned, Edward H. Brodhead and Joseph Gillespie, associated with John Van Nortwick, Commissioners elected and appointed by virtue of a stipulation entered into in conformity with the provisions of an order of said Court, herewith annexed, beg leave respectfully to report to said Court, that they with their associate Commissioner have heard evidence and argument of counsel of said parties respectively, in regard to all the matters submitted in said stipulation, and carefully considered the said matters—and that the undersigned have agreed and determined, and do hereby award that the point of crossing of the railroad of the defendants over the railroad of said complainants shall be at the point named in said stipulation; and that the manner in which the said railroad of said defendants shall be allowed to cross the said railroad of the complainants shall be by bridge, to be built by said defendants at least eighteen feet in the clear, above the surface of the rails of the railroad of the complainants, and of a width not less than thirty feet in the clear; and said bridge and the approaches thereto to be efficiently commenced within thirty days from this date, and prosecuted with all due diligence to a final completion; and after the construction of said bridge and the approaches thereto, the crossing of the railroad of the defendants over the railroad of the complainants shall be by said bridge, and not otherwise. In the meantime, and during the construction of said works, the railroad of the defendants may cross the railroad of complainants at grade, at or near the present point of crossing for the purpose of operating their said railroad, and constructing the said works.

The undersigned have also awarded that the said defendants shall pay to the said complainants, on demand, one dollar for damages, on account of the crossing in the manner above prescribed.

In witness whereof, the undersigned do hereby affix our hands and seals, at Chicago, this 5th day of November, 1853.

EDWARD H. BRODHEAD. [Seal.]
J. GILLESPIE. [Seal.]

Mr. Van Nortwick, the other Commissioner, presented a minority report, differing in his award. This disagreement of the Commissioners leaves the question just where it was, the statute requiring the award to be unanimous. The Supreme Court will now probably have to decide the matter.

RAILROADS AND RAILROAD ACCIDENTS IN FRANCE.

We find the following interesting fact in the correspondence of the Detroit *Free Press:*

Mr. Editor:—Your article in Wednesday's *Free Press*, upon railroad accidents in France compared with the United States, induces me to condense from the columns of one of the most enterprising of French papers, the *Courier des Etats Unis*, of New York, the following table of railroads in actual operation in France, with the dates of their opening, from the commencement of the great era of railroads until the close of the year 1853, and their length in kilometres:

Date.			Kilometres.
1832	From	St. Etienne to Lyons	57
1833	do	Andrezieux to Roanne	124
1836	do	Du Gard Mines to Grand Combe	96
1837	do	Paris to St. Germain	21
1839	do	Malhouse to Thann	21
1839	do	Paris to Versailles, (right,	22
1840	do	Paris to Versailles, (left)	17
1840	do	Paris to Corbeil	31
1840	do	Montpellier to Cetta	27
1841	do	Strasbourg to Bale	141
1843	do	Paris to Orleans	122
1843	do	Paris to Rouen	137
1845	do	Marseilles to Nismes	52
1846	do	Orleans to Tours	115
1846	do	Paris to Sceaux	11
1847	do	Avignon to Marseilles	120
1847	do	Bordeaux to La Teste	52
1847	do	Central, Bourges & Chateroux	212
1847	do	Monterau to Troyes	102
1847	do	Rouen to Havre	80
1847	do	Ameins to Boulogne	124
1848	de	Rouen to Dieppe	61
1848	do	Great Northern line	377
1849	do	Paris to Chartres	88
1849	do	Paris to Tonnere, Lyons line	197
1849	do	Tours to Angers, Nantes line	121
1849	do	Paris to Chalons, Strasb'rg line	172
1850	do	Torguier to St. Quentine, north	23
1850	do	Nancy to Metz	57
1850	do	Chalons to Vitry le Francaise	33
1850	do	Neronders to Nevers	32
1851	do	Vitry le Francaise to Bar le Duc	49
1851	do	Strasbourg to Sarrebourg	71
1851	do	Tonnere to Dissou & Chalons	186
1851	do	Tours to Poitiers	101
1851	do	Metz to St. Avold	50
1851	do	Angers to Nantes	
1851	do	Bar le Duc to Commercy	
1852	do	Commercy to Fronard	
1852	do	Fancy to Sarrebourg	79
1852	do	Bordeaux to Angoul	33
1852	do	Chartres to LaLoupe	36
1853	do	Metz to Forbach	69
To the above may be added the branches of the Central, and that portion finished of the road from Poiters to Bordeaux, say			310
Making a total of kilometres			4006

Charters have also been granted to over twenty lines which have been in construction during the preceding and past years, with a total length of kilometres, 3,100.

Total in actual operation and now constructing—*kilometres*, 7,106, equal to 4,412 English miles; showing France to be the second nation in Europe in the extent of railroad communication, and fast rivaling England in this important feature of her inland commerce.

The statement that in all France not a death has occured by railroad accidents since the summer of 1851, is not correct. I can call to mind some, even of recent date one having occurred in September, on the line from Poiters to Bordeaux, in which loss of life ensued. However, the occurrence of accidents on the French roads is extremely rare, giving proof that salutary laws and regulations for the safety of the lives of passengers, and the strict accountability of railway functionaries to the tribunals of justice, and enforcement of laws, is of some account in France, and might well be studied and improved on here.

Railway Improvement.—The last railway device, of which we have heard, is intended to obviate entirely the noise, jar, and dust now produced by the passage of trains, enabling each passenger to read or converse as freely and comfortably as though seated by his own fireside, while immensely diminishing the wear and tear of rails and machinery, and the consequent danger of accidents. It is entitled "Babcock's Railroad Track-Supporter" and "Track-Spring," and the plan is briefly as follows:

Lay the ties firmly on blocks of stone, where these are to be had, and on any solid substitute where they are not, so as to obviate the perpetually recurring necessity for raising one side of the tie here, lowering the other there, and leveling it every where, but which cannot now be avoided, because, a certain elasticity in the track, rapidly traversed by a train has been proved indispensable. This elasticity Mr. Babcock supplies by means of air-tight metal boxes, each inclosing a circular piece of India-rubber, say two inches and a half in diameter, and one-third of an inch thick—a box being set into each end of every tie just under the rail. Thus the required elasticity is obtained, not in the track, nor in the rail, but in the India-rubber spring; the rail merely settling a little on each spring as the train presses upon it, and rising again when it has passed, leaving the track entirely unaffected. The entire cost of this apparatus is estimated by the inventor at some $1,200 to $1,500 per mile, and he calculates the average saving thereby in the wear of track and rails alone at $350 per mile per annum. The resulting comfort, quiet, facility of reading, &c., insuring an increase of travel, must be worth at least an equal amount.—*New York Tribune.*

Consolidation.—The Memphis and Nashville Company, and the Louisville, Clarksville, and Memphis Railroad Companies, have entered into an agreement to combine the companies and have drafted a charter, which will be granted by the Legislature now in session. They ordered an immediate survey of the line, between the Tennessee river and Memphis, and agreed to locate on the best route, without paying any regard to the intermediate points. This looks something like work, and we now feel confident of having the road through this place.—*Clarksville Jeffersonian.*

Greenville and Miami Railroad.—The grading of the new track from the Junction to Dayton, as we learn from President Taylor, is progressing finely; about three-fourths of the work is done. Some of the heavy cuts and fills are not to be completed, until machinery can be used for the purpose.—*Dayton Journal.*

TRANSPORTATION OF LOCOMOTIVES.

The Buffalo *Courier* gives the following facts in regard to the transportation of Locomotives, by W. M. Kasson & Son of that city:

In December last—only ten months ago—Mr. Kasson commenced the experiment which is likely to result so profitably to himself and so advantageously to companies at the west.

The greatest difficulty encountered consisted in getting the engines over the six-feet track between the State line and Erie on the Lake Shore Road. Most of the locomotives were made for a "four-feet ten track—the rest were one and a half inches narrower. He proceeded to Boston, and at the car works in that city procured the making of two large trucks to run on the broad gauge, and sufficiently strong to carry a locomotive. He then entered into a contract with the Buffalo and State Line road, the State Line and Erie and the Erie and Cleveland roads, to have the sole use of these roads for two years for the transportation of locomotives, paying a liberal price therefor. This contract was afterwards extended till it now embraces the Cleveland, Columbus and Cincinnati, the Norwalk and Toledo, the Mad River and Lake Erie, the Bellefontaine and Indiana and the Bellefontaine and Indianapolis railroads, with perhaps one or two more, whose names we have not got,

Having thus perfected his arrangements, his trucks were transported from Boston to the State line, where he also erected some machinery with which an engine might readily be shipped from the track to their platform, and commenced active business.

These engines are brought on to this point from the shops where they are made, under the charge of a suitable person, who delivers them into Mr. Kasson's charge and returns home, Mr. K. paying him his charges for transp rtation, and collecting the same, with his own, at the place of destination. His operations extend no farther east than this city.

The firm of W. M. Kasson & Son is well known throughout our Western cities as the originator of the *dispatch express*, by which goods were put through in almost express time, at one half or less, than express prices. We commend the services of this firm to such roads as may need them.

Cincinnati and Fort Wayne Railroad. At a meeting of the Directors of this Company held at Winchester on the 2d inst. ample arrangements were made to raise the necessary amount of means to meet the estimates of the contractors for work as fast as it progresses. Thus is the completion of this road put beyond a cavil or a doubt, though money is scarce and hard to be come at.

We have the pleasure of Mr. Bailey's, the president, acquaintance, and feel assured that any work to which he applies himself must go through. He is also, ably seconded by a Board of working directors in whom the Stockholders have the fullest confidence. Thus Presidents Directors, and Stockholders all pull together, and as a natural consequence the work must progress.

THE FIRST LOCOMOTIVE

BUILT AT THE WEST.

"The first locomotive, built west of the Allegheny Mountains, has just been completed at Chicago. It is called the Enterprize, and a trial trip having been made with it, in the run from Chicago to Geneva, on Fox river, Wisconsin, it attained the speed of a mile in sixty-eight seconds. This is an event of some importance. The vast increase of railroads in the West, has suggested the advantage of locomotive factories in the West. Accordingly, movements are in progress for the establishment of them at Pittsburgh, Indianapolis, Louisville, Columbus, and other places. Chicago has got ahead of other Western towns, and has shown she can turn out good engines."—*Savannah Courier.*

Not so fast, Mr. Courier, not so fast; for you are very much in error as to the "Enterprize" being the first, *or even the hundredth* locomotive, built west of the mountains.

You are also in error, geographically, Geneva, on Fox river, is in Illinois, but a few miles west of Chicago. You must get one of the *Record's* Railroad Maps, and post yourself up as to our Western railroads.

We are not so much surpised to see such an item in a Journal published at such a distance from us, and to which the truth of such an assertion might not seem at all doubtful; but when we see the same thing copied by many of our *Western* papers—those of Chicago, where it originated, among the rest—all of whom should be better posted up in this matter, we are very much surprised.

We cannot find fault with our Chicago friends for thus exulting over the establishment of a locomotive factory in their thriving city—we rejoice with them in this evidence of their prosperity, and the prosperity of the railroad interest, which has made such an establishment necessary; but when they make such assertions as the one above quoted, and which does such injustice to other cities of the West, we can only attribute it to forgetfulness in the exuberance of their joy—or ignorance of the progress of the age.

In this city of Cincinnati, we have three locomotive factories; in Covington, one—and of these, two have been in operation in our city for years, turning out a locomotive once in ten days all the year round, and such work too, as cannot be surpassed anywhere. The Cuyahoga Locomotive Works, at Ohio city, have turned out over thirty since its commencement. We merely mention these to disprove the assertion in the quotation; we do not like that such incorrect information should go throughout the length and breadth of our land, without being set right.

From the fact that the *Scientific American,* a journal which ought to be better acquainted with the manufacturing resources of the Great West, has a similar paragraph in its last issue; it would seem that the importance of the West, as a manufacturing section, is greatly underrated at the East and elsewhere. But we can assure our friends that, with our immense beds of coal and iron, we shall soon be able to manufacture all the locomotives and other engines needed for the West, and have some to spare. Do us justice, gentlemen, in this matter. We ask but simple justice.

Mississippi and Missouri Railroad.—The first survey of the entire line of the second division of this road has been run from Iowa city to this place. There is and has been for some time a very strong force of engineers on this line. One division of this force is now to be employed in making a permanent location of the road, from Iowa City to this place. Several miles of which are already located, and the right of way obtained. The balance of the engineer force is proceeding westward, to make the survey to the Missouri river.

The expectation and calculation is that the line, from Iowa City to Fort Des Moines, will be under contract within a few weeks, a strong force is now employed in grading the road, from Davenport to Iowa City, which, by the terms of the contract, is to be completed by December, 1854. We may then confidently expect that the iron horse, with his burden of passengers and freight, will in a few months cross the bright waters of the Des Moines, in eight hours, from the banks of the Mississippi. That will be ushering in a new era in the travel and commerce of the country, which will develope its resources, and either directly or indirectly benefit all who are brought within its influence.—*Ft. Des Moines Star.*

Louisville and Nashville Railroad.—The contractors are at work in earnest on the different sections of this railroad. While in Hardin county, a few weeks ago, we visited the tunnel through the summit of Muldrow's hill, about four miles from Elizabethtown. The road ascends nearly to the top of the hill, after crossing Rolling Fork, by following the course of Clear Creek and some of the ravines leading from it to the highlands, and will pass through to the summit of the hill in a tunnel *twenty-one hundred feet long.* The northern approach to the tunnel, will be forty-six feet deep. The operators are sinking the shafts at different points on the tunnel, so that a greater number of hands may be worked, and different sets be working at different points at the same time. With two sets of hands working at the bottom of each shaft, and one set at the end of the tunnel, there would be eight sets of hands working at once. And yet it is estimated the entire road can be done by the time the tunnel is finished. It will pass the entire 2,100 feet through solid limestone rock. The blasts, that break up tons of rock at once, may be heard for 15 or 20 miles around. All this looks as if the company were in earnest, and knew what they were about.—*Owensboro' Gazette.*

Louisville and Knoxville Railroad.—The citizens of Pulaski county, will vote on the 26th inst. upon the proposition to aid this road to the amount of $200,000 in thirty year bonds of the County.

RAILWAY COLLISIONS.

A Mr. Nelson, who has paid much attention to railway matters in England, has made the following curious computation, in illustration of the comparatively few deaths caused by railway accidents:

"If a person were born in a railroad car, and were to continue to travel upon railroads incessantly, till he was killed by a railroad accident, he would, according to the average number of passengers and deaths, live 960 years."

This might easily be the case in England, or upon the Continent; but we should rather be inclined to think that in America, the individual would scarcely learn to talk, under those circumstances, ere some smash-up would occur, endangering his existence. So insecure is railroad traveling in this country. Yet we cannot see why it should be so—why our railroads cannot be managed with as much skill and care as those of Europe. We have the men, the means, and every element of safety, if we could only get them to be used. There seems to be the secret, "*if we could only get them to be used*—and why not? Simply, we fear, because they *would cost too much.*

Scioto and Hocking Valley Railroad.—The Sandusky *Register* says:

We are glad to learn that the work on the Scioto and Hocking Valley Railroad is progressing vigorously, notwithstanding the neglect of our citizens, in making up the balance of their promised subscription. The Mt. Vernon *True Whig* states that there are now over seven hundred hands at work on the line, and that in three or four months the road will be completed into Vinton county. And as showing the paying prospects of the road, the *Whig* states that "on the part already finished, from Portsmouth to Jackson, forty-four miles, they have two locomotives—the little old *Richland* and the *Utica*—which perform two trips a day between those points. For the last sixty days the receipts have averaged $200 a day—this too with very poor accommodations for doing business."

Our citizens have not, and *do* not appreciate the importance of this road to our manufacturing interests. As we have before said, the treasures of iron and coal which this road will place within reach of our manufacturers, are worth to them and the city, millions of dollars.

A Loan.—We observe it stated that the Lebanon Valley Railroad Company, Pa., have succeeded in negotiating the loan of $1,000,000, upon which depended the success or failure of this enterprize. The Valley Company intend to prosecute their branch to the Cornwall mine.

☞ After Monday last, the trains on the Little Miami Railroad will leave as follows: Lightning Express, 6 A. M., Mail Accommodation, 7:15, A. M.; Evening Express, 5 P. M.; (except Sundays.)

Communications.

CLEVELAND AND PITTSBURGH RAILROAD.

It affords us much statisfaction to insert the following communication from a traveling correspondent, relative to the management and policy of this road; also to coincide with him in his opinion of Mr. Durand, the Superintendent. The policy of this road is to secure freedom from accident by allowing no opportunity for the same to occur, if human means can prevent it. To this end, none but competent assistants are employed, and at remunerative wages, thus offering them every inducement to the faithful performance of their respective duties.

For the Railroad Record.

"How the *devil* is it that you have no accidents on your road?"

MR. EDITOR:

This is the language of earnest inquiry, amid disaster, for the *secret* of success. Were the query addressed to the writer, one word would comprehend the answer—*Discipline.*

What is discipline? Minds in harmony with *law* and *order*.

Where these reign—temperate, industrious, and rule-abiding habits, are indispensable. Men possessing these qualities, may be found guiding the destiny of the Cleveland and Pittsburgh Railroad Corporation.

The central mind of this company, is John Durand, Esq., General Superintendent; a gentleman of large experience, in every department of railroading. Schooled himself, in law and order, every applicant for place must pass the ordeal of a critical examination—must come from the rugged school of experience, grafted upon native talent. In the discharge of responsible trust, he has gathered around him a band of practical men, devoted and true, stimulated by the ever present incentive to action—be faithful, be vigilant, and you will be promoted; if disobedient—reckless—disgraced.

Move where'er you please, in the round of his charge, and the harmony of action everywhere prevalent, reminds you that a master-will is somewhere, directing every movement by the magic of inflexible law. Any infringement of rules, is promptly met by merited rebuke. It is better to nip in the bud, when consequences are afar off, than to *crush*, when suffered to bloom, in frightful disaster.

Confidence, "a plant of slow growth," is ripe in the minds of those who guide the machinery of this road, that the *man* whose word is law, is competent; an *element indispensable* in the system of railroading.

I am pleased to record, that it is the settled purpose of the company, to advance and equalize the prices of labor; as a specimen, the wages of brakemen $30; freight conductors $60, per month.

Praise-worthy resolve. Men faithful and true, should be well paid, with better prospect ahead. Collision is a circumstance unknown upon this road, or any avoidable accident of vital importance.

I commend it to the confidences of the traveling public, though doing but a *comparatively* small business in a quiet and unpretending way, yet it presents the elements of permanent prosperity,

Yours, &c.,

DISCIPLINE.

Columbus, Ohio, 1853.

For the Railroad Record.

MR. EDITOR:

I see in the *Railroad Record*, of the 27th ult., an article, signed Josiah Copley & Co., upon their compound car-axle; this is undoubtedly the greatest achievment of the age in railroad improvement—this invention sets aside one objection to curves, and mechanically reduces the resistance offered by the dragging or slipping of the wheels. Still a slight resistance must be offered on curves from the impingement of the wheels upon the outward rail of the curve, and this is partly counterbalanced by depressing the inward rail.

The next important change will be to increase the diameter of the wheels, and a wide gauge with a double track, then our railroads would be truly near perfection. Not liable to accidents—not one would occur where ten occur at present, and at all the curves to have signals, which the late Telegraph invention will supply,

Mr. Copley's article is well worthy the attention of Engineers; it is full of information, and scientific research. He extracts from an article of mine, in the Record, upon curvature, some items shewing the resistance upon curves, and he thinks my estimate is too high, The data that I was governed by was taken from actual experiment in Scotland, in 1845.

I believe Railroad Companies should avail themselves of this grand invention, especially companies having crooked roads. Wishing that merit may meet its due reward, I wish success to this invention.

Respectfully yours,

PUBLICOLA.

☞ The corner-stone of the depot building of the Marietta and Cincinnati Railroad, was laid in Chillicothe, on the 20th ult., after which the officers of the company, the Masonic Grand Lodge, (then in session in the city,) the City Council, and others were "rode on a rail" some miles north and south of the city.

PITTSBURGH AND STEUBENVILLE RAILROAD.—We learn, by telegraphic dispatch from Wheeling, that the motion for an injunction to prevent the making of that part of the Pittsburgh and Steubenville Railroad, which crosses the *Pan Handle* of Virginia, was dismissed on Tuesday, after a hearing of the case before the Court at Wheeling.—*Baltimore American.*

Since the above was in print, we learn that the motion has not been dismissed; being merely laid over, as it could not be reached during that Session of the Court.

ACKNOWLEDGMENTS.

MERKLAND; OR SELF SACRIFICE—by the author of Margaret Maitland—One Volume, 12mo, cloth, pp. 367; *price 75 cents. Stringer and Townsend, New York; Truman & Spofford, Cincinnati.*

This constitutes No. 5 of Stringer & Townsend's Library of Standard Novels. What numbers 1, 2 and 3 may be we cannot say, never having seen them; but if they are equal in merit to "Merkland," they are *standard* indeed.

It has seldom been our good fortune to meet such a captivating work of fiction, as is this one. We took it up merely to glance over a few of its pages, but we did not again lay it down until we had completed its entire perusal.

The authoress of "Merkland" possesses a narrative talent, equalled by few of our best authors. The character of "Mrs. Catharine" is a masterly conception, carried out with no less masterly ability. Of the entire work we can say it has few equals, and no superiors as a work of fiction.

JOURNAL OF THE FRANKLIN INSTITUTE OF PENNSYLVANIA—No. 5, Vol. 26.—The November issue of this Journal is at hand, containing, as usual, able articles upon various scientific subjects, such as Civil Engineering Patents, Mechanics Physics, Chemistry, &c

Terms, $5 per annum, in advance—postage free.

THE WESTERN JOURNAL AND CIVILIAN—No. 1, Vol. II.—The October issue of this valuable Miscellaneous Journal is also received. Its contents are various, and interesting, and designed for imparting *useful* information, whether statistical, agricultural, mechanical, or literary.

We are pleased to welcome such an exchange; the more especially coming from the Far West, St. Louis. We commend it to our friends.

We are indebted to several Railroad Superintendents for the courtesy extended to us over their several roads. We shall avail ourselves of their politeness at the earliest opportunity.

Is it not customary in this courtesy to the Press to include Publishers and Proprietors as well as Editors?

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1880	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅘	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern			
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110¾
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Onio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Ilinois			
Toledo, Norwalk and Cleveland		146	148
Vicksburg, Brandon and Jackson			
Virginia Central			

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1853–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89¼	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¼prem	½prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¼prem	½prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ℘ ct.	discount.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	92	95
40 acre warrants	45½	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, November 12, 1853.

7 shares		Columbus, Piqua and Indiana Railroad Stock	no bid.
15	"	New Albany and Salem R. R. Stock	61 25
14	"	Central Ohio Railroad Stock	81 00
25	"	Kentucky Trust Co. Bank Stock	passed.
50	"	Ohio and Mississippi R. R. Stock	90 00
40	"	Covington and Lexington Railroad Stock	61 00
50	"	Cincinnati and Hillsboro' R. R. Stock.	no bid.
30	"	Little Miami R. R. stock	113 00
100	"	Merchants' and Manufacturers' Insurance Co. Stock, per share	5 00
75	"	Lawrenceburgh and Upper Mississippi Railroad Stock	withdrawn.
72	"	Eaton and Hamilton R. R. Stock	60 25
50	"	Peru and Indianpolis Railroad Stock.	66 00
5	"	National Insurance Company	70 00
10	"	New Albany & Salem R. R. Stock, withdrawn	
60	"	Cincinnati, Hamilton & Dayton Railroad Stock	102 00
75	"	Cincinnati Western Railroad Stock	no bid.
4	"	Central Indiana Railroad Stock	no bid.

November 16, 1853.

9 shares		Washington Insurance Co. Stock, per share, bid	22 25
100	"	Merchants and Manufacturing Insurance Stock	passed.
14	"	Central Ohio Railroad Stock	passed.
10	"	Covington and Lexington Railroad Stock	64 00
35	"	Do. do. do.	63 00
20	"	Lawrenceburgh and Upper Mississippi Railroad Stock	passed.
10	"	New Albany and Salem R. R. Stock, bid	60 00
100	"	Cincinnati, Hamilton and Dayton Railroad Stock	103 00
10	"	Little Miami Railroad Stock, bid	117 00
25	"	Kentucky Trust Co. Bank Stock	passed.
72	"	Eaton and Hamilton Railroad Stock.	passed.
7	"	Columbus, Piqua and Indiana Railroad Stock	passed.
29	"	Cincinnati and Hillsboro' R. R. Stock	passed.
20	"	Peru and Indianapolis R. R. Stock	passed.
36	"	Indianapolis and Bellefontaine R. R. Stock	passed.
10	"	Indiana Central Railroad Stock	passed.

MONETARY.

Money is more plenty at the East, though the rates are not yet reduced; 10@12 and 15 per cent. being obtained for paper from prime to less known. Gold and deposits are both upon the increase in the banks, which are discounting to the extent of their means.

Confidence is evidently slowly returning; and all evidences are that the stringency will be soon removed.

Foreign Exchange is dull at from 107½ to 109¼ per cent., the former for Produce, and the latter for best names. This is below specie shipping point.

Stocks are quiet, though shewing more firmness, with a tendency to advance. But as money is more advantageously invested in mercantile paper than in stocks just now, these latter feel the effects of this superiority. Railroad drafts are becoming less, in consequence of the disinclination to advance upon new enterprizes of thfs kind.

The recent reports of bank failures have turned out mostly false. The only banks that have really stopped are the Patchin and the Massilon. By a report of the New York State Bank Superintendent, it appears that he holds $106,989 of "A No. 1" mortgages, as security for $103,003 issues—so no great loss can accrue to billholders. Recent reports, tend to show the affairs of the Massilon Bank to be in a much better condition than was feared.

The connection of Mr. Patchin and Mr. Dwight with certain railroads, whose assets could not be realized upon at the moment, caused the suspension of these banks. But now that confidence is being restored, we hope they will be found in a much more favorable condition than would at first appear.

At the West, Money is more readily to be had on No. 1 paper, but the rates remain the same, viz: 1¼@2 per cent. per month. The prospects are more favorable for a steady improvement of the Money Market.

The Stock Market is evidently improving. Messrs. Hewson & Holmes' sale of Saturday last was well attended, and most of the lots offered were sold, at good prices, for the times.

In New York we note sales of Western Stocks, of which we quote a few.

Little Miami	104
Cincinnati, Hamilton and Dayton	100½
Cleveland and Toledo	90½

Also, $20,000 of the Bonds of the Columbus, Piqua and Indiana Railroad at 80¼ to 80¾.

Exchange is steady at ¼@½, for bank rates.

Upon the whole every indication is that better times are coming; that confidence, this necessary ingredient in all mercantile transactions, is returning, and matters will soon resume their ordinary routine. Those railroads, whose means are based upon home subscriptions, will meet with but little, if any embarrassment; while those depending upon the sales of bonds at the East or abroad, will find difficulty in getting along. Even our completed roads, desiring to lay a double track, which can offer the best security, cannot yet find lenders, except at heavy discounts.

The amount of Gold Dust deposited at the Philadelphia Mint, for the month of October, was $4,452,000, against $4,140,000 for the corresponding month of last year. The Coinage at the Mint for the month was:

In Gold in American Coin	$1,801,926
Gold bars or ingots	3,515,236
Total in Gold	$5,317,162
In Silver change, 5 cents to 50 cents	1,210,000
Copper	8,500
Total operations for the month	$6,536,662
The deposits of Gold Dust, 10 months of 1853	$44,501,000
For same months, 1852	40,839,000
Increased supply, 1853	$3,662,000

Logansport and Pacific Railroad.—The Directors of this road have gone to New York, on business of the road. It is understood that iron for the whole road has been shipped, and it may be to arrange for the reception, and re-shipment of it that the Directors have gone. The agent who went to Europe to negotiate the bonds has returned, and, it is presumed, that he has been successful. The road is nearly finished from Monticello to the New Albany road, and is now being graded from Crooked Creek, in this county, to that town. The work is certainly making fine headway.—*Logansport Journal.*

Miscellaneous.

AMERICAN COMPETITION WITH ENGLAND.

From the London Examiner.

A writer to whose compilation the *Times* gives space and a conspicuous position, has taken more than one opportunity of enlarging upon a competition with which our merchants are threatened in India and Asia, on the part of American traders. The ships of the United States appear on the Mekran coast, as well as at Kutch, Muscat and other places with various articles which they barter for the produce of those countries; the American commodities being principally a certain coarse cotton fabric which they call sheeting, and dollars. The Americans appear to enjoy a particular advantage over our traders—that of conducting their barter individually, in ships, which are independent, floating, pushing shops, instead of working by routine through large establishments at Bombay; and thus they not only save expense, but in each particular transaction secure the largest amount of profit.

Another advantage they have is expressed by the political agent at Kutch, who says of the sheeting, that it "finds acceptance among the people of the country, because it lasts longer than the cloths imported from Bombay. *This indicates the true force of the competition which we have to dread from the United States.* If America can cut us out in India, where we occupy the entire country with our Government and commerce, the ridicule and the disgrace would be greater than any which the most anti-commercial country has incurred.

But there is something in this superiority of tissue over the manufacturers in England. The comparison is not made for the first time nor only in cotton sheeting. It is reported from the Hudson River Railway, that British iron rails become in a worse condition within twelve months than American rails within a number of years. There may be exaggeration in this; but we have had complaints of our rails from our own official and scientific investigators, who have declared the bad make of our iron to be a frequent source of accident. At the last meeting of the Sheffield cutlers, the *Master cutler declared that American cutlers were cutting them out in knives;* knives of American make being preferred to ours, because the material does not give way under use as those of Sheffield are sometimes found to do. In short, notwithstanding the sharp practice and hasty habits of America, they are in some branches of trade earning the repute for sterling stuff and make which used to be our own: and if we suffer them to win that reputation from us altogether, then indeed *we shall have lost more than if India were annexed to-morrow.*

THE SANDWICH ISLANDS.

The New York *Tribune* says:—"By private advices from the Sandwich Islands, we learn that the question of commencing negotiations for the cession of the sovereignty of the Islands to the United States, upon such conditions as will secure to the inhabitants all their civil rights and their property, is being generally discussed by the foreign residents in the Islands. It is the opinion of our correspondent that the general desire for such a cession will operate upon the minds of the King and Chiefs. The representatives of Great Britain and France are very much disturbed at this state of facts.—Accordingly, on August 30, they asked an audience of the King and Privy Council "for the purpose of expressing their sentiments respecting some occurrences which they conceive deeply involved in in the sovereignty of the King and the independence of the Islands." This had been granted, to take place after the date of our dispatches. If these representatives speak highly of American sympathy, and so forth, it is supposed there will result a state of feeling which will drive the King to an immediate application to President Pierce. Very possibly the question of annexing the Islands may be brought before the next Congress."

Bronze for the Sheathing of Ships.—M. Bobierre, chemist at Nantes, who has studied this subject for some years, has arrived by his experiments, at the following conclusion: that by diminishing the proportion of tin the oxydizable metal is less uniform in its distribution through the plates, and there is a consequeut inequality of alteration under the influence of seawater. His recent researches show that sheathing of bronze is preferable, as regards durability and solidity, to copper or brass. The abnormal alterations which have been observed are due to defective manufacture. The presence of arsenic does not occasion alteration in this alloy as happens with red copper. Bronze that will do good service contains in general 45 to 55 p. c. of tin; that with less, alters unequally. The introduction of a little zinc into these alloys of copper and tin, improves the product by favoring the diffusion of the positive constituent of the metallic mass.—*Silliman's Journal.*

Linseed Oil.—The markets for this article are influenced, to a considerable extent. by the war movement on the Continent of Europe. Of the seed imported into Great Britain, Russia produces by far the largest quantity; Prussia, Holland, Egypt, the East Indias, and America follow. The total imports for five years were as follows:

	Quarters.	Tons.
1847	506,141	101,225
1848	439,512	87,912
1849	799,650	159,930
1850	626,495	125,299
1851	608,986	121,797

Should a general European war take place a large advance must take place in the price of English Linseed Oil, as supplies of seed would be, to a considerable extent, cut off from that country.

☞ The Zanesville *Courier* announces that the great iron bridge, over the Muskingum, at that place, was for the first time crossed by the locomotive on Thursday last, at thirty-five minutes past 12 o'clock. A free ride over the bridge was tendered by the Superintendent to the fire and military companies, and the editors who might be present. This is good news, and has a significance to Cincinnatians, because over that bridge we expect to receive, by and by, innumerable caravans of coal cars.

This bridge is of iron, and was built for the Central Ohio Railroad Company; it is one of the finest structures in the Union. Its length is 518 feet; width 25 feet 6 inches. It crosses the river a few yards above the upper toll bridge, and adds quite an attractive feature to the the bold and romantic scenery of the vicinity.

The Broad Gauge Railroad.—The work is now progressing bravely on this important road. The company have at their command, we understand, ample means to complete the work they have commenced; and they do not mean to pause until the cars are thundering on the track, from the river at Cincinnati, to the great marts of business in the East. We are informed that there are now employed, between Akron and Ravenna, about 500 hands. There is a pretty heavy job at the Old Forge, at which point, a large force is gathering, so as to place it in a state of forwardness along with the rest of the road.

The company will begin to call in the stock here now, in a short time. Hopes are entertained that iron can soon be had at reduced prices, in consequence of the change in the condition of the Stock Market East. It is a consideration of some importance, that the company are in a position which will enable them to take advantage of any favorable change. The President, Engineer, and Board of Directors, are now giving their whole energies to the prosecution of the enterprize. We are glad that it is in such good hands.—*Summit Bacon.*

Lexington and Big Sandy Railroad.—The ceremony of breaking ground on this road, at Catlettsburg, its eastern terminus, is appointed to take place on the 19th instant. A large concourse of persons is expected on the occasion.

Logansport and Marion Railroad.—This road is cleared and grubbed to Xenia. From that point the direction is not yet fully settled upon, on account of the uncertainty of a point where the road may join the track of the New Castle road. The contract of Messrs. Ferrel & Burt makes the point not more than five and a half miles from Logansport, but we hear that there is some difficulty in uniting with the southern road, unless the point is made at Deer Creek. The Marion directors may be obliged to have their own track from Cuba, which will cost them probably no more than to use part of the New Castle bank from Deer Creek.—*Logansport Journal.*

To Engravers and Draughtsmen.

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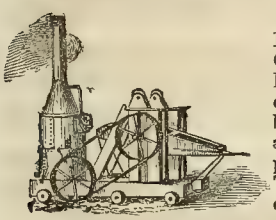
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2000 MEN WANTED

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APPLY TO

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HOLLY SPRINGS, MISS.

nov19-3t

Mississippi Central Railroad.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the Mississippi Central Railroad, in Holly Springs, Miss., until November 15th, for Clearing, Grubbing, Grading, and furnishing the Cross-ties, between Tennessee State line and Holly Springs, (21 miles.) Plans, Specifications, and Profiles may be seen at Holly Springs after the 10th of November.

PROPOSALS

Will be received at Grenada, until 1 o'clock, P. M. of Wednesday, December 7th, for the work between Water Valley and Grenada, (30 miles.) Plans, Specifications, and Profiles may be scen at Grenada after 1st December.

PROPOSALS

Will also be received at Canton until 1 o'clock, P. M. of Wednesday, December 14th, for the work between Canton and Big Black, (12 miles.) Plans and Profiles may be seen at Canton, after 10th of December.

The work will be divided into sections of about one mile each, and proposals will be received for each item separately, or for the whole work, on one or more sections.

HEALY, HOLMAN, SIMS & CO.
Oct. 26, 1853. nov17-3t

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,
oc20 H. H. GOODMAN, Sec'y.

Railroad Car Findings.

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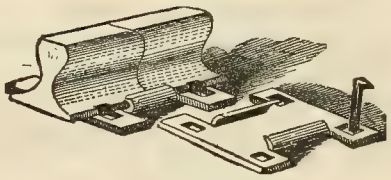
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☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

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Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, November 21st, for the Graduation, Masonry, and Superstructure of the CLINTON LINE EXTENSION RAILROAD, from Hudson, Summit County, Ohio, to its intersection with the Mad River Railroad, a distance of about 95 miles.

The route occupies a perfectly healthy country, thickly inhabited, and accessible at all points, while the work is of a character sufficiently heavy to invite the attention of Contractors.

The line will be ready for examination ten days previous to the letting, at which time Specifications, Maps, and Profiles, will be exhibited, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

TO RAILROAD CONTRACTORS.

PROPOSALS will be received until sunset, Nov. 21st, for the Graduation, Masonry, and Superstructure of about twenty-six miles of the CLINTON LINE RAILROAD, from Farmington to the Pennsylvania State Line, at the office of the Company, in Hudson.

Specifications, Maps, and Profiles, will be ready for examination ten days before the letting, and all necessary information given at the Engineer's Office, in Hudson.

H. N. DAY, President.
W. B. BRINSMADE, Chief Eng'r.
Hudson, Oct. 10, 1853. oc13-tt

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Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

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on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

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THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

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LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

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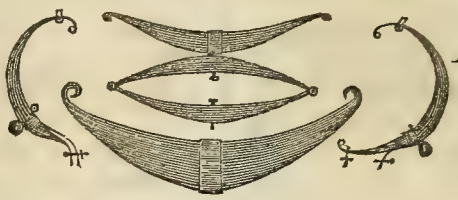
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†May 19.

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Particular attention given to the superintending of
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1,200 Men and 60 Masons,
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Apply to W. B. FOWLER,
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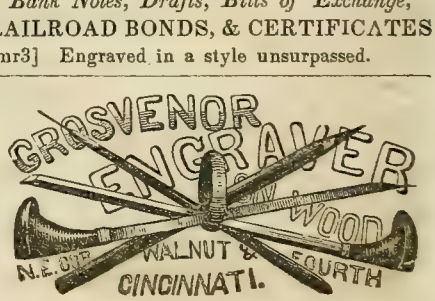
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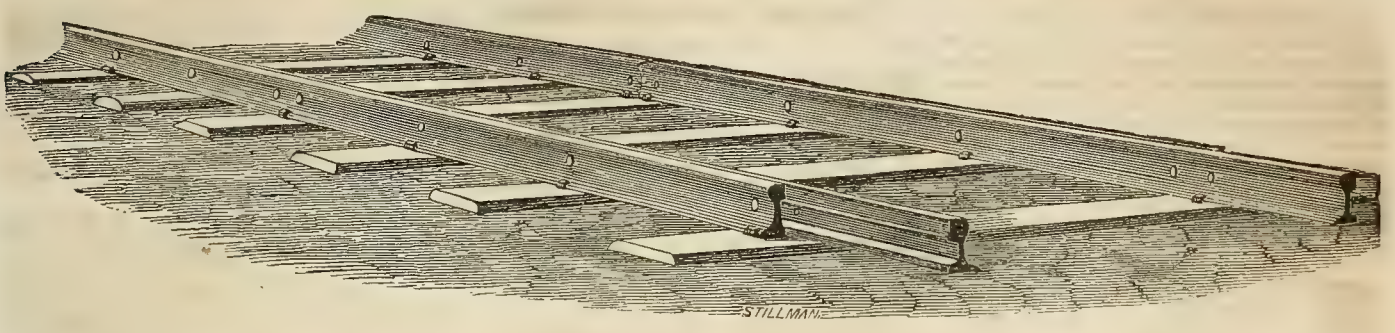
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This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

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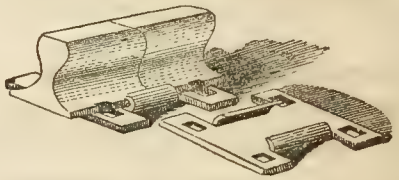
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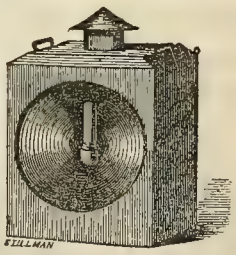
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Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

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500 DOZ. Shovels, superior quality.
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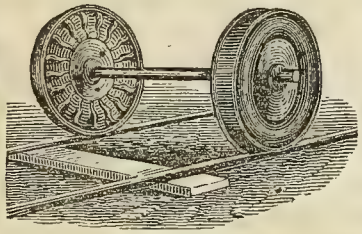
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The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

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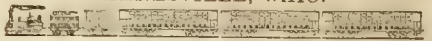
PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

fmr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

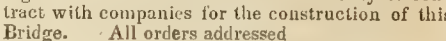
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't
Piqua, Sept. 13, 1853. s29-tf.

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.
Pittsburgh, Pa., August 15, 1853.—au18-3*

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield..... 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M.
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 39. CINCINNATI, THURSDAY, NOVEMBER 24, 1853. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For Engineers seeking employment; Railroad Companies desiring assistance; Contractors, Manufacturers of Railroad Machinery, Improvements, &c., &c., offers inducements unequaled by any other journal at the West.

Being devoted to Railroad and Manufacturing interests, its circulation, now rapidly extending, is largely among those connected with these interests, and presents at ready and efficient means of bringing to the notice of persons interested all new inventions, improvements, &c.

For terms of advertising, &c., see last column of the last page.

Michigan Northern Railroad.—Messrs. Gzowski & Co. have taken the contract for building the Michigan Northern Railroad, which will unite Port Huron, (opposite Sarnia) and Grand Haven, (opposite Milwaukee, on Lake Michigan,) a distance of 200 miles. The road is to be constructed on the same scale as the Grand Trunk Railroad of Canada.

This line is known upon our Map, and in the Record as "The Port Huron and Lake Michigan Road."

OHIO PROPERTY—ASSESSORS' RETURNS—EXTRAORDINARY DEVELOPMENT OF WEALTH—INDUSTRY AND PRODUCTION.

We have received from the Auditor of the State a copy of the "Abstract of the Valuation of Real Property" as returned, by the Assessors for 1853. This is a remarkably interesting document, and from it may be deduced a very complete view of property, and agriculture of the State. We shall condense the leading facts, so that they can readily be understood. The State Board of Equalization, at Columbus, may vary some of the details, so as to make the counties correspond to a *standard;* but will not materially change the aggregates. The following is the result in regard to the value of property:

Value of Real Estate in 1853	$581,675,538
" " 1846	324,495,772
Increase	$257,179,766
Which makes	80 per cent.

The total value of the property of the State is ascertained, by adding to the above, the value of personal property of all descriptions. These were returned in the last Auditor's Report, so that we find the aggregate value of property thus:

Value of Real Estate in 1853	$581,675,538
" Domestic Animals in 1853	53,680,231
Monies and Credits in 1852	41,878,524
Merchants' Stock "	18,152,774
Manufacturers' Stock	5,556,493
Investments in Stocks	7,754,630
Non enumerated articles	14,375,634
Miscellaneous	3,576,782
Banks, Railroads, and other Companies	30,731,157
Total	$759,381,366

The increased valuation of personal property this year will probably make the aggregate—*eight hundred millions!* The valuations at different periods were:

In 1846,	$403,627,677
In 1850,	439,876,340
In 1853,	759,381,366

This is an increase in seven years of about 90 per cent.

By an examination of the actual sales of land in Ohio, this is found to be very near accurate. The assessments are about 15 per cent. *below* the ordinary sales, which is an allowance made for *cash* values, which is assumed as the standard in the assessments.

As examples of specific valuation and increase, we give below the counties of Hamilton, Montgomery, Cuyahoga, Muskingum, and Franklin:

	1846.	1853.
Hamilton	$39,551,323	$85,971,910
Montgomery	7,413,712	17,012,499
Franklin	8,283,540	19,985,508
Muskingum	9,597,835	11,465,045
Cuyahoga	7,744,219	28,697,749

Hamilton has increased 120 per cent; Montgomery 133; Franklin 140; Muskingum 20; and Cuyahoga 300 per cent.—places (with the exception of Muskingum) *where railroads have most influence.*

We now turn to the culture and production of the State. The division of lands, cultivated and uncultivated, in the State is:

Arable Land	7,775,000 acres
Meadow and Pasture	3,662,000 "
Wood and Uncultivated	13,373,763 "
Total	24,810,763 acres.

Of the arable land, 3,400,000 acres are in wheat and corn; the residue in oats, barley, rye, potatoes, orchards, fallow, &c.

The three crops of wheat in the last years were:

Wheat in 1850	35,000,000 bushels.
" 1851	25,309,225 "
" 1852	22,962,774 "
Total	83,272,999 "
Average annual production	27,457,666 "
Corn in 1850	63,000,000 bushels.
" 1851	61,171,282 "
" 1852	58,165,517 "
Total	182,336,899 "
Average annual production	60,778,633 "

The wheat crop is a very *variable* one; but the corn is almost uniform in the results. There has not been a variation of 15 per cent. between any two corn crops in many years; while in the wheat crop, the variation has amounted to more than 100 per cent. For example, take the wheat crops of 1849 and 1850, thus:

Wheat crops in 1849	16,000,000 bushels.
" " 1850	35,000,000 "

The increase is near 120 per cent!

The five largest wheat producing counties of the State, are Stark, Wayne, Muskingum,

Licking, and Coshocton. The production of these counties in 1850 and 1852 was as follows, viz:

	1850.	1852.
Stark	1,071,177 bush.	956,913 bush.
Wayne	1,020,000 "	885,510 "
Muskingum	1,003,096 "	801,957 "
Licking	849,116 "	507,326 "
Coshocton	862,809 "	597.310 "
Five counties	4,806,198 "	3,749,016 "

These five counties raise about one-seventh of the whole crop of wheat. The crop of 1852 was smaller than that of 1850, but their proportion was rather larger. The five largest corn-growing counties are Ross, Pickaway, Butler, Franklin, and Warren. Their production for 1850 and 1852, were as follows:

	1850.	1862.
Ross	2,918,958 bush.	2,971,500 bush.
Pickaway	2,627,727 "	3,039,418 "
Butler	2,646.353 "	2,446,123 "
Franklin	1,984,929 "	2,346,295 "
Warren	1,757,409 "	1,556,165 "
5 counties	11,939,376 "	12,359,501 "

This is full *one-fifth* of the whole crop of corn.

The increase of domestic animals is very rapid, particularly of sheep, where wool is now a profitable article. The number of sheep and hogs in the State, are as follows:

Sheep, number	4,068,029
Hogs	2,430,465.

The largest sheep counties are:

Licking	162,470
Knox	105,307
Medina	111,888
Harrison	118,768
Wayne	108,517
Five counties	606,950

The value of wool in these five counties is full $600,000. In the counties of Wayne and Licking, the value of wool is $270,000; of wheat, $1,200,000; of corn, $500,000 making in these two counties *two millions of dollars* for these three crops, Besides these, there are a large number of cattle, orchards, and many minor productions.

The exhibition of these two counties, (Wayne and Licking) entirely in the interior of the state, on neither river nor lake, and remote from city influences, will give some idea of the results of Ohio farming. The assessments of the property of the state are based on such results, and are not in the least exaggerated. There is scarcely a farm in the state valued as high as it will bring in open market.

We shall take occasion, in another article, to refer to the direct influence of railways on the value of property; and we hesitate not to say, at once—that in the last three years—railways have *added to the value of property the full amount of their cost.* We believe, the proposition can be readily demonstrated.

MARBLEIZED IRON—CINCINNATI IRON FURNITURE.

Within a few years, the *uses* of iron have been greatly multiplied. Iron vessels are built—iron houses—iron roofs—iron fronts—iron pillars—iron mantels, and almost immense varieties of iron furniture.

For example—the Eagle Works of Miles Greenwood & Co. make a thousand different kinds of iron furniture, and iron work of all sorts. The great foundries and machine shops, of course, make a great number of castings and machines, which belong to the heavy and coarse work.

This new advance in iron-work is of the greatest importance to Cincinnati, as well as those parts of Ohio and Kentucky, which form the mineral region. The demand for iron is now immense, and as the supply is ample, it gives energy and enterprize to all branches of the iron business. Workmen find employment—wages are good—the miners are adequately remunerated, and the manufacturers have as much as they can do. This state of things is likely also to continue, allowing, of course, for the fluctuation of commerce.

Our attention has been accidentally attracted lately to a new species of iron-furniture. We mean the *marbleized iron* mantels, tables, &c. Great numbers of these are made in Cincinnati, at the foundry of Stanton and Macy, who find ample demand for all they can make. It is obvious that an iron mantel, table, column, &c., must possess great advantage in strength and durability. The only question is—whether they can be as light and beautiful as the marble? This question is satisfactorily answered by a simple reference to the furniture itself. The marbling polish and smoothness are fully equal to the most beautiful marbles. The art, by which the marbleizing is accomplished, is adequate to the purpose. Designs are made of any pattern, or figure desired, and the iron cast in that form. It is then finely smoothed. Then marbleized to any hue, which the artist pleases. It is polished in the same manner as furniture; so that a table, or a mantel finished in this way, presents all the high polish and beautiful grain of marble, with the strength and durability of iron. The cost is no more than plain marble; scarcely as much.

In the same manner the most beautiful capitals of columns may be cast, and finished; so that it is apparent, that a very large part of building and furniture, which has heretofore been made of wood, marble, or stone, will hereafter be composed of iron. As the fine marbles are not found on the Ohio, and the wood must sooner or later be cleared off, it is evident that this branch must rapidly increase.

Cincinnati has advantages for this—and all other branches of iron works—unsurpassed by any other place. The enterprize of her mechanics will, no doubt, take advantage of these favorable circumstances, and a great development will be found to the already immense fabric of iron in this place.

GEOLOGICAL SURVEY OF THE LEXINGTON AND BIG SANDY RAILROAD.

KENTUCKY COAL.

Having recently given the statement of the coal-beds of Ohio and Kentucky, we add a part of the testimony of Professor Mather to R. Apperson, Esq., President of the Lexington and Big Sandy Railroad Company. The route of the Lexington and Big Sandy is from Lexington, through the counties of Clarke, Montgomery, Bath, Fleming, Carter, and Greenup. The coal fields are chiefly at the eastern end, in Carter and Greenup, where also are inexhaustible beds of iron.

After noticing several seams and beds of coal, Mr. Mather thus speaks of the principal deposits:

"These three beds of coal, and one still higher, the one it is believed that is worked at Buena Vista Furnace, and which extends through the hills to Cannonsburg and Catlettsburg, are capable of furnishing a vast amount of coal. They may each be considered as averaging three feet of good coal, and within the limits where they are above the water levels of the streams, to occupy one-half the area, which would be equal to a solid unbroken stratum of coal 6 feet in thickness, or about 10,000 tons per acre.

"The amount below the water level where the coal is inaccessible, except by sinking shafts, and using draining machinery as in England, is at least double that amount.

"It will not be deemed an over estimate to suppose 5000 tons of coal accessible per acre on the land within a mile of the road, or 3,000,000 tons per square mile, for 20 miles on each side of the road, or 120,000,000 tons. This would afford transportation for 600,000 tons, or 18,000,000 bushels per year, for 200 years, from within a mile of the road. The country for miles in width, on each side of the road, is equally well provided with coal, so that the resources of the country along the railroad line, in Greenup and Carter counties, may be considered inexhaustible, and will furnish all needed supplies of this useful fuel for ages of time, to all the country bordering on this line of the road.

"Lexington, and the country along and near the railroad line in that vicinity, have been partially supplied with coal from the Kentucky river; but the expenses and risks of transportation have been too heavy to bring the coal into general use.

"This railroad will afford facilities for a regular, abundant, and cheap supply; so that

the principal fuel along the line from Frankfort east, and to a distance of ten miles or more on each side, will be the coal from the waters of the Big and Little Sandy rivers."

There can be no doubt, that the Lexington and Big Sandy Railroad is destined to be a most valuable coal road, if it be considered in no other light.

While on this subject, we will add (in corroboration of our own) Professor Mather's calculation for the cost of transporting coal. We estimated that coal can be delivered in Cincinnati, from 125 miles distance, at ten cents per bushel, by rail.

Mr. Mather's calculation is:

Estimate of the cost of Coal delivered at an average distance of 100 miles from the mines. (The rate of freight would add one cent per bushel for every 20 miles of additional distance:)

COST PER 100 BUSHELS.

Value of coal in the ground, per 100 bushels,	10
Cost of dead work opening mines, &c.....	17
" digging, (wages, board, lights and tools).....$1	50
" putting the coal out of the mine....	10
" do. do. and hauling on lateral railroad.....	16
" repairs of drift cars.....	08
" do. railroads.....	06
" expenses of the tip.....	06
" oil, &c.....	03
Colliers' profit.....	50
Total cost of coal delivered in R. R. cars...$2	76
Freight on the railroad at 1½ cents per ton per mile, or ½ mill per bushel per mile, for 100 miles.....5	00
$7	76

For the mines of Raccoon Creek (Ohio) add one cent per bushel more, which reaches 8.76 cents per bushel. Add 1.23 cents for city delivery, and it makes 10 cents per bushel, exactly what we estimated for the city price, delivered by rail.

Railroads.

BALTIMORE AND OHIO RAILROAD.

The Washington correspondent of the New York *Times* has recently passed over the Baltimore and Ohio Railroad, and he makes the following interesting statements and remarks as to the route and the road:

"Of the Baltimore and Ohio road, however, less is known. It cannot be long ere that route becomes far more familiar to the public than at present; and a somewhat detailed description, I doubt not, will have much interest with your readers. But that will require more room than could be devoted to the subject in this communication, and I reserve it for another. I will only say now, that the route possesses rude charms, well worth the tourist's inspection. A more wildly grand region than that along whose steep mountain sides this road hangs, for a very considerable portion of the distance, cannot be found elsewhere in our land. The road is in excellent condition; its police perfect, and all its arrangements for the comfort and safety of travelers commend themselves to the good wishes of the public, and reflect much credit upon the management. The length of the road, from Baltimore to Wheeling, is 380 miles, which is run in eighteen hours, under a recently adopted schedule, notwithstanding so much of the distance is marked by steep grades, where the ascent is necessarily slow, and the descent must be at a moderate speed, from prudential considerations. Some idea of the immense difficulties overcome in the construction of this great work may be obtained from the statement that there are upon the route, in all, fourteen tunnels, respectively—80, 180, 214, 250, 252, 350, 400, 410, 500, 1,208, 1,150, 1,250, 2,350, 4,100 feet in length, or a total of 12,698 feet. Several of the latter are most imposing and beautiful structures of iron, and very lofty"

The recent low water in the Ohio river, has tended to decrease travel over this otherwise pleasant route. But now that the navigation is resumed, with every prospect of continuance, the larger boats can run without difficulty, so passengers need fear no detention at Wheeling, where some of the finest boats upon the western rivers will be in readiness on the arrival of the cars. Thus making a most agreeable change from the fatigue attendant upon a long railroad ride to the ease and comfort of a splendid steamer.

It will be but a short time before there will be continuous lines of railroad centering at Wheeling, by which the traveler can go to and from all portions of the West, and to and from Baltimore.

The Central Ohio road is being rapidly finished, which will open a route westwardly, direct to Terre Haute, Lafayette, Louisville and Chicago, as well as the "Queen City of the West."

Travelers to the East on business will find this route advantageous, as it takes them through Baltimore on the way further East, without loss of time. While excursionists will for the same reason have a better opportunity of seeing what is to be seen.

The company are making strenuous exertions to have the road in the best order, with full and ample means of accommodation for their patrons. We commend it to our friends bound eastwardly.

The company have just closed a contract with Mr. Ross Winans, for the purchase of thirty more of his mammoth coal burning locomotives; making the whole power of the company nearly 200 efficient engines. The number of cars in the company's possession is reported at thirty-two hundred of all kinds—passenger, tonnage, stock and coal.

☞ It is stated that certain capitalists have purchased some eleven hundred acres of land just below the Guyandotte river in Virginia, for which they pay $88,000. They contemplate laying out a portion of this tract in town lots, which are expected to sell well and readily, Guyandotte being the focus of a grand system of railroads.

RAILROAD FARES.

EUROPE AND AMERICA COMPARED,

We find in the New York *Evening Post*, some remarks comparing the railway economy of Europe with that of America; also a tabular statement, illustrative of the same. As this subject is of interest to our readers, and as the subject of *fares* upon railroads was discussed in a recent number of the Record, we give it as we find it:

TABULAR STATEMENT OF RAILROADS IN EUROPE.

Names of Places.	Dist'nce in English miles.	Time to run it.	Price per Eng. mile. 1st Class.	2d Class.
Berlin to Hamburg.....	166	7 to 8 hs	3⅛c.	2⅛c.
Berlin to Cologne	391	14½	3	2⅛
Leipzig to Dresden.....	69	3	3	2⅛
Munich to Augsburgh...	38	2	2⅞	1⅞
Arnheim to Amsterdam.	75	3	2¾	2
Zurich to Baden.....	14	¾	2⅛	2
Cologne to Bremen.....	161	8¾	3	2
Hanover to Den.....	75	3¾	3	2
Frankfort to Heidelberg	56	2½	2⅜	1⅝
Heidelberg to Basle.....	150	6½	2¾	1⅞
Heilbronn to Stutgard..	35	2	2½	1¾
Prague to Vienna.....	250	13	3	2
Strasbourg to Paris.....	300	12 to 18	3⅛	2¼
London to Liverpool....	210	5 to 8	4	3

In the United States, the New York railroads charge about 2 cents per mile, no railroads charge more than three for accommodations, nearly equal to the first-class cars in Europe, at any rate better than most of the second-class cars there.

In the United States, baggage is carried free. In Europe, as a general rule, passengers are charged for all the baggage they have. In France, 30 to 60 lbs. per person is free. In Germany, all baggage is charged freight. The charge for baggage is equal to a full ten to fifteen per cent. increase on the fare.

To be sure, they take better care of your baggage; they handle it more carefully, and hold themselves promptly responsible in money for all losses. It would be a decided improvement in our railroad system, if the railroads would charge enough for carefully handling and safely delivering all baggage.

The above table shows, that for first-class, the lowest charge is 2½ cents per mile, the highest 4, which is the rate for expresses in England. For second-class the lowest is 1½—the highest 3. The highest speed obtained is in England, about 40 miles per hour—the lowest in Germany, about 15 miles per hour. The general average is about 20 miles per hour.

The highest grade is 15 feet per mile, which high grade occurs, however, only in Wurtemberg and Austria; it is traveled over daily, with ordinary engines and light trains.

☞ The Elmira *Republican* says that 25 miles of the Williamsport and Elmira road, from Troy to Elmira, will be completed and the cars running by the 1st of January.

CENTRAL OHIO RAILROAD.

We are indebted to Mr. Fulton, Superintendent of the Ohio Central Road, for a copy of the following report, which we are pleased to insert in our columns, as an evidence of the prosperity of one of our Western roads:

Extract from the Superintendent's Report of the operations of the Central Ohio Railroad, for the three months ending October 31st, 1853.

No. of miles run by Passenger Trains...	21,277
" " " Freight and Accommodation Trains	10,840
No. of miles run by Construction Trains.	10,465
" " " Wood Trains	1,284
Total number of miles run	43,867

NUMBER OF TRAINS.

Passenger and Freight	3
Construction	3
Wood and Repairs	1
Total number of Trains	7

PASSENGERS AND FREIGHT TRANSPORTED.

No. of Passengers carried East	12,607
" " " West	13,409
Total No. of Passengers on the road	26.016
Average No. of Passengers in Trains	58
" " miles traveled by each passenger	37-68
Equivalent to Passengers carried one mile	857,243
No. of Pounds Freight carried East	5,243,993
" " " " West	5,317,338
Total No. lbs. freight carried over road.	10,561,331
Average No. of tons in Trains	23
Equivalent to tons carried one mile	349,320

ANALYSIS OF FREIGHT TRANSPORTED DURING SAME TIME.

Description of Articles.	Eastward.	Westward.
Pounds of Coal		1,100,852
Barrels of Flour	213	9,409
Pounds of Iron	1,062,218	180,698
do. Dry Goods	676,268	132,355
do. Groceries	1,453,587	254,894
Bushels Grain	20,091	94
Pounds Paper	8,222	24,495
Bushels Lime	2,252	60
Pounds Lumber	229,443	294,173
Barrels Salt	1	551
Pounds Tobacco	55,924	10,804
do. Miscellaneous	608,536	1,275,204
Equivalent in lbs.	5,243,993	5,317,338

The total earnings for the above months, were as follows:

	August.	Sept.	Oct.	Totals.
Pass'gr & Ex.	$8,085 27	8,707 66	9,133 34	25,920 27
Mails	1,002 23	969 90	1,002 23	2,974 36
Freight	2,040 92	2,835 57	2,743 63	7,620 12
	$11,128 42	12,507 13	12,879 20	37,514 75

The items of expense for working road for same time, are as follows:

Repairs of Road	$4,342 21
do. Locomotives	2,613 09
do. Buildings	63 16
do. Water Stations	155 96
do. Cars—Passenger	408 96
do. " Freight	463 95
Transportation expenses	6,187 02
Fuel (proportion due to working road).	2.650 41
Salaries and contingent expenses	559 35
Station Watchman	175 00
Total expenses for three months.	$17,619 11

The expenses per mile run by trains, compared with the average of the principal roads of Massachusetts, would stand as follows:

	C. O. R.	Mass. R.
Repairs of Road	$9 90	$11 53
do. Locomotives	5 95	7 45
do. Pass. & Bag Cars.	1 94	4 30
do. Freight do..	2 20	7 95
Transportation expenses	18 81	35 61
Fuel	7 92	15 36
Oil, Tallow, &c.	1 87	1 86
Total	$48 59	$84 06

The average trains of this road, compared with the principal roads of Massachusetts, would stand as follows:

	C. O. R.	Mass. R.
Average No. Passengers in Trains.	58	52
do. Tons Freight do.	23	40

The proportion of expenses to receipts appears, as above, to be but 47 per cent. of the gross income.

In the amount of expenses chargeable to repairs of engines, is included the repairs done to engines employed on construction, which would amount to about $650 00. This I have allowed to remain in my estimate of expenses to offset any charges out of my department, for which I have no data at present.

The company own ten engines upon the Western Division, one of which, the Black Hand, is being re-built, and has not run upon the road since it has been under my charge.

The expenditure upon the engine amounts to $1,034 and 25-100, and is not included in the cost of working the road for the last three months.

The road is in excellent order, except at the unfinished portion near Columbus, and during the three months included in this report, has been fully prepared for the coming winter.

The item for repairs of road, will probably be 20 per cent. less for the coming quarter.

G. W. Fulton, Sup't.

Chicago and Milwaukee Railroad.—A proposition has been made by a very responsible company from Ohio, Messrs. Stone and Witt, to build and equip the Chicago and Milwaukee Railroad, on terms that may be regarded as favorable under the existing state of money matters and high rates of iron. They propose receiving stock in the road, and the bonds of the company for most of the work.

The gentlemen named are responsible men, as well as experienced Railroad Contractors, having built the Cleveland, Columbus and Cincinnati, and the Cleveland and Erie roads, both first-class roads.

So much of this road as lies between Milwaukee and the State line is under contract and progressing slowly. Messrs. Bishop would greatly increase their force of hands, should there seem to be a certainty that they would be met at the State line.

CINCINNATI, UNION AND FORT WAYNE RAILROAD.

From the President of this Company we gather the following elements of this road:

This company was incorporated under the general railroad law of Indiana, on the 15th of February, 1853, to construct a railroad from Union to Fort Wayne, via Portland, in Jay county, and Decatur, in Adams county. It was organized on the 22d of the same month. The line has been located, the right of way over more than three-fourths of the line obtained, the grubbing and grading of the entire line let; more than half the line grubbed, and a considerable amount of grading done between Union and Portland.

The grubbing and grading, at contract prices, will cost $168,760 for the whole road, 65.72 miles in length, or $2,567 per mile. The estimated cost of the bridging added to this, will make the entire line of the road, ready for the superstructure, cost $196,320.

The stock subscribed and secured to the company, amounts to $158,642. No bonds of the company are yet issued; they have, however, directed the issue of $80,000, based upon their lands, subscribed as stock to the company, amounting, according to appraisement made by disinterested appraisers, under oath, at the cash value at the time of making the appraisement, to $100,000. Of those bonds, $60,000 are to be 7 per cent., and $20,000, 6 per cent. bonds, convertible into the stock of the company at par, at the will of the holder. The interest is to be payable half yearly, and principal absolutely in fifteen years, and after five years at the will of the company.

The company are not in debt, and are steadily progressing with their work.

Recent Accident on the Hudson River Railroad.—The editor of the Albany *Register* was on the train which ran off the track as mentioned on Monday, and after describing how the locomotives and cars leaped about on getting off the track, he adds:

From these ruins, men, woman, and children came out, some through the windows, some through the smashed sides, some through the broken tops, through doors of the smashed cars and some from among the ruins, each thanking God for the miraculous deliverance, and each asking "who is killed, who is wounded?" Now we have exaggerated in nothing. Here were two locomotivs, two tenders, a large baggage car, and three passenger, cars, all literally broken to pieces, laying there piled up in a ruin. The three passenger cars were full of people, there was the usual number of engineers and firemen, and miraculous as it may seem, save one engineer and one fireman, who were slightly bruised, not one man, woman, or child, was in the least degree hurt—not one drop of blood was spilled, not one bone broken. Was it not a miracle? How many, many hearts were lifted up in thankfulness to God, for putting forth His hand to save these human lives from a swift and terrible destruction.

RAILROADS IN EUROPE.

The author of "Germany re-visited" has written the following accounts of the management of railroads in Europe. It is worthy of the consideration of our Railroad Companies. Life is held too cheap in this country:

Every steamer that came from the United States while I was in Europe, came freighted with a record of some frightful accident on one or the other of our railroads. These accidents were invariably seized upon by all unfriendly to the United States, (and all the servile royalists are so,) to descant largely upon the disadvantages and difficulties of our unregulated institutions.

I hardly ever took pains to "argue the question," for the simple reason, that those who thus railed against the United States were prejudiced persons, of whom it may be said:

"Convinced against their will,
They are of the same opinion still."

I chose rather to learn myself than to teach others, and therefore directed my inquiries to engineers, directors, brakemen, conductors, and other officers of railroads, for the purpose of learning why, in Continental Europe, and Germany pre-eminently, there are few, or, in fact *no* railroad accidents, and but few losses of human life.

I found, firstly, that their engineers are very careful in their surveys; no deceptions are practised in their reports. The engineers are men drilled to the utmost *exactness* in the polytechnic schools from which most of them spring. There are no claptrap public statements about easy curves and low grades.

Secondly, The plans and specifications are based upon surveys and calculations correct to a line and a copper, and so clear and unambiguous, as to form a sure guide to all those who are entrusted with the construction, or its superintendence.

Thirdly, There are, therefore, no under estimates, and no subsequent stretching of scanty means.

Fourthly, The construction of the road is in every part solid and thorough, all bridges are good and substantial, and all embankments firm.

Fifthly, The materials used are good and well-tried, and the turnouts, switches, &c., most excellently constructed.

Sixthly, No job is accepted, unless it is fully up to the contract. The contractors are not stockholders, still less have they the control of the road. They are paid in money, and required to come up fully to the plans and specifications.

Seventhly, No part of a railroad is used for conveying freight or passengers, without being first minutely and searchingly tested.

Eighthly, The depots and station-houses are always in complete order to accommodate passengers, and to prevent accidents.

Ninthly, The passengers can approach the train, (loiterers are entirely excluded) only a few minutes before starting, for the purpose of getting in, and no train moves except at the "word" of the chief conductor, who sees, with his own eyes, all along the train that all is right. No person can get out of a car before it is fully stopped.

Tenthly, No person is allowed to cross the track about the depot grounds, or walk about the switches. The passengers must abide in the respective saloons, and only *a few minutes before starting* are the doors opened to the platform:

Eleventhly, Tickets must be obtained before starting, and before getting into the cars. All who have not tickets in the cars are invariably expelled.

Twelfthly, No ticket is used twice. The conductors receive and transmit them to the chief bureau. Frauds in officers are almost impossible.

Thirteenthly, Passengers have all good seats inside the cars. None are permitted to stand outside. The cars are locked before the train moves, and there are never more passengers crowded into a car than there are seats.

Fourteenthly, Trains start and arrive to the minute. One may, in almost every case, set his watch by the startings and arrivals of trains as marked on the bills. The running is therefore *even*, of the prescribed speed, according to rules fixed by the directors. No hurrying over short curves or high grades; no over-pressure of steam to make up for lost time is ever practised. The engineers of locomotives are not the regulators of speed.

Fifteenthly, Guards are stationed over every 3,000 or 4,000 feet, and they examine the road a few minutes before the trains pass. They indicate by prefixed signs to conductors the state of the road as they find it.

Sixteenthly, Switches and turnouts are constantly under the eyes of guards, So are crossings, and at the latter, good substantial gates are erected on both sides, which are always shut a few minutes before the train passes.

Seventeenthly, The roads are kept constantly and perfectly in repair. The rail is constantly corrected to the proper level and grade, and the bed of the whole road is frequently adjusted, and so ballasted with pebbles or broken stones as to keep it clear of dust. The roads look all along the line as if they were new.

Eighteenthly, No one can get into or out of a car while the train moves, or after the word to start is given.

Nineteenthly, The conductors are generally *old soldiers* and subaltern officers, who, while in military service, displayed aptitude for business, and a sharp zest for order as well as the nicest regularity. They are, as a general thing, polite and affable, and willing to communicate, but rude and forbidding to those who cross the "order of battle."

Twentiethly, The directors pass frequently along the route and examine it minutely, and in addition there are frequently commissioners sent along, who are unknown to the conductors and who report all they see.

System, order, regularity, are the pre-eminent qualities of railroads in Europe, and Germany particularly. The fitness of all entrusted with their construction or management is the *sine qua non* to their employment. These qualities are insisted upon with a fastidiousness that often seems ridiculous.—Punctuality is with them the first virtue, so that often the comforts of passengers are sacrificed. "You will," said a railroad director to me, "have railroad accidents in the United States just so long as your roads are commenced upon a shallow financial basis; as long as they are built by engineers who are tempted to make plausible reports and deceitful estimates, and as long as they are constructed by contractors who take stock for pay, and whose superstructure dare not, therefore, be properly examined. "I say," he added, "that it is an accident when your trains arrive safely, and not when they run off. You must have more guardsmen, more system, more punctuality, more regulation."

I give you his own words. Whether he is right, all are competent to judge. One thing is clear to my mind; if we do want all this order and regularity, the reason for not having it, is to be sought in the passengers as well as the railroad companies. Our folks won't bear much regulation, and the badness of the construction of our roads lies in those peculiar inherent difficulties under which roads labor here during their earlier efforts.

I have written the preceding with a view to add to the general information on the subject, and can only wish that the time may come very soon when, in addition to the many advantages which our railroads have over those in Europe, we may add those of perfect security to life and limb. And I hope that may be secured without putting passengers of good sense, such as our people generally are, under lock and key. Roads which are started aright, constructed aright, managed right, and always kept in repair, seldom have accidents. They are in the hands of prudent directors, who watch them closely.

Central Virginia Railroad.—The 18th annual meeting of the Stockholders of the Virginia Central Railroad Company took place on Friday 10th inst at Richmond.

The annual report of the President, Colonel E. Fontaine, was submitted, and with accompanying documents, read.

Col. Edmund Fontaine was again nominated as President of the Company, and was unanimously re-elected.

Col. Fontaine returned thanks for the honor conferred by his re-election and submitted a proposition to raise $1,500,000, by loan for the completion of the eutire road to Covington embracing all incidental expenses.

The annual report of the President shows that the receipts of the last year, ending the 30th Sept. amount to $310,052 11, an excess of $33,306:17 over the previous year, while the expenses have not increased in the same ratio. The Board recently declared a dividend of 10 per cent. on that part of the stock created by the acts of 1826-'38-'47-'48 and '51 that being the stock expended on part of the road now in use. The report urges the policy of pushing the work to an early completion, and for this purpose recommends an application to the Legislature for sufficient increase of capital stock, and also for a loan on a mortgage, lest the money should not be speedily raised by subscription.

Chicago and Galena Air-Line.—The iron-horse crossed the Fox river, on the 7th inst., over this road for the first time, and ran a distance of two miles on an experimental trip.

This road is being pushed to completion, and will have an immense travel between Chicago and the Mississippi, at Dubuque, where it will eventually terminate.

SOMETHING ABOUT COAL.

DEMAND AND SUPPLY.

We take the following from the Portsmouth *Daily Tribune:*

"There are popular errors as to doctrine, both religious and political, and there are great popular errors as to facts, physical, as well as metaphysical. In this latter class, may be noted the belief that there is an untold and *untellable* amount of mineral coal, of convenient approach, in the interior of Ohio, along the river, convenient to some of our railroads, and contiguous to a few of our canals. That there is "considerable," in quantity, of the black diamonds, in the various positions, is undeniable; but that the quantities are any wise nearly so *inexhaustible* as is generally believed, is all a mistake—an error for which our whilom State Geological Board is mainly accountable, through their hasty "survey," the nascent conclusions drawn therefrom, and the erroneous hypotheses which have been eliminated thereupon. It should not be forgotten that that survey was but a beginning, a sort of staking-off of the ground for more deliberate and perspicious observations. The "fixed facts" verified by it are but few in number. Those who adopt as gospel all the conclusions set forth in the report will find that they

"Lead to bewilder. and dazzle the blind!"

Geology is a highly practical and useful science; but, like all other sciences, its general rules are subject to especial exceptions. It is very fine no doubt, to sketch the outlines of the "Ohio coal field" on a map, measure the thickness of the veins, here and there, and compute the solid contents in bushels and tons. But, to *get at* the coals, after you have ciphered them up; "Aye, there's the rub!" Every practical miner knows, for example, that there is but one locality, in all the distance traversed by the river Ohio athwart that coal field, where the precious mineral can be supplied, of desirable quality and in great quantities, at economical rates, and with facility of delivery and receipt. I mean at Pomeroy. Why does not your railroad deliver coals to your shivering citizens, when the river is down? Simply because the staple is not to be had. Even a large price would not pay mining, wagoning and delivery, on your line, and into your cars. Your road doubtless runs through "the coal region," geologically speaking, but practically there is no coal to be had by it! It is highly probable, some time hence, arrangements may be made for mining and carrying coals on the line of the road, but all that will require the lapse of months and outlay of capital: At all events, you will look to the Monongahela and Pomeroy, for years to come, or I miss my guess.

"I would observe, too, that people at large are greatly mistaken as to the thickness of workable coal veins in the West. Like the fortunes of reputed heiresses, they are always overrated, because it costs the public nothing for a multiplier! I have been amused at the discrepancies among authorities on this subject, even up to the mouths of the mines. A proprietor at Pomeroy told me his veins were 6 feet in thickness;—but, on going into the drift, the mouth of which was in sight, I found them from 4½ to 5 feet. The vein at Pittsburgh, which yields the best coal, (the only one mined now,) is barely 4½ feet thick. A most reliable practical proprietor, in the Smokey City, told me he knew of but one place in Allegheny county where the coal was thicker than 6 feet, and there it was not all pure. At Nelsonville and Chauncey, the best vein averages about 6 feet, with from 2 to 6 inches of slate interposed. Of course, the story of the *sixty-feet* vein in Perry county, to the celebriety of which a credulous *savant* of Newark, Ohio, lent his name, has proven to be "bosh!" The coal seam has been underwashed, at some period of the world's formation, and "lopped down!" The money articles of the New York dailies treat us with nice particulars of "Parker veins" and Cumberland gulches; but, I assure you, the information should all be taken *cum grano salis*. The accounts are eloquent as to the "semi-bituminous sable diamonds," but silent as to interposing clays, shales, and other antigneous substances. Coal stocks, in Wall street, are entirely too sensitive to admit of such a display of the whole truth! The hard bright "Jackson coal" is mined where it is but 30 inches thick—the seams seldom exceed 40 inches.

"The conclusion of the matter is simply this—the supplies of mineral coal, year by year, in the West, are not likely to keep pace, as to the development, with the ratio of consumption. The days of cheap stone-coal, in Cincinnati and other Western towns, are well-nigh numbered. Why, indeed, should the article be worth from $4:50 to $6:50 per ton, in Baltimore, Philadelphia and New York, and only from $2 to $3 in our interior Western cities, the stores and facilities of supply being in favor of our Eastern emporia?

"Another consequence, I apprehend, of the state of facts, I have described, will be the enhanced value of *bona fide* coal lands, on all great thoroughfares. The Pittsburgh and Pomeroy prices, of from $800 to $1000 per acre, may not often be reached, in the interior, but they will doubtless be approximated."

THE ST. CHARLES AND MISSISSIPPI AIR LINE RAILROAD.—The Dixon *Telegraph* says that this road now constructed to St. Charles, is to be abandoned beyond that point.

MAYSVILLE AND LEXINGTON RAILROAD.—The Lexington *Statesman*, of Tuesday evening says:

The public are apprized that owing to the stringency of the money market, the Lexington and Maysville Railroad company have been obliged to curtail operations in the prosecution of the work upon the road. They have still, however a limited force employed in laying down the rails between Lexington and Paris, and will, in a short time, have the road completed to the latter place. On the other end of the road, there is also a limited force still employed in preparing the track for the rails; so that the company will have the road completed from Lexington to Paris, and from Maysville a considerable distance in this direction, in a short time. Meantime, should money become easier, as there is every indication that it will, the road will be completed at an early day in the next Spring, or at latest, early in the summer.

We have since learned, but with what truth we cannot say, that the work upon this road has been entirely suspended. We trust however that this is only a rumor arising from the fact of the partial suspension, as detailed above.

TANNER'S DOUBLE-ACTING BRAKE.—It will be seen by the terms of settlement, advertised in this number of the *Record*, between the patentee and the Hudson River Railroad company, that that company have acknowledged the right of Mr. Tanner to the brakes now in use on their road, and paid him for the same. We understand that this company in common with many others, had purchased the right to use the brake from other paties, whose right to sell it, they are now satisfied was not good.

Those parties at the west to whom Mr. S. M. Whipple has disposed of rights to this brake need be under no apprehension as to the validity of their right to use the same, as Mr. W. has authority, by right of purchase, to dispose of the right to use it in certain of the western States.

RAILROAD DEPOT AT ROCHESTER.—The New York Central Company have just completed a large passenger station at Rochester, of which the *Democrat* says:

The new offices on the south side, on Mill street, are the best, as regards size, arrangements and accommodations, provided by any railroad company. The officers have convenient and accessible rooms, and in the rear of the ticket-office are apartments for persons awaiting the arrival and departure of cars, furnished with easy wall seats, like those in vogue in the halls of hotels. Other necessary rooms and fixtures are provided also. The dimensions of the depot are about as follows: Length, 320 feet; width, 115 feet; hight of front walls and roof, 60 feet. The roof is made in umbrella form, and is a half circle, springing from sidewalls 36 feet high. The front office is 25 feet square, and the apartments in the rear about 20 by 28 feet.

This is as it should be. Let all of our Railroad Companies follow this example, and not compel passengers to stand exposed to all sorts of weather, as some of them now do.

Communication.

RAILROAD DEPOTS—CONDUCTORS.

The matter first complained of by our wandering correspondent is a grevious one, especially to women and children; but we have the comfort of knowing that it is rapidly being remedied. Depots, with suitable apartments for the accommodation of all, are being constructed on nearly all of our roads; and indeed they were much needed.

As to the second part of his complaint, a just one too, by the way, the present system of *crowding way* passengers into cars to the exclusion of *through* passengers, has long been an inconvenience on all of the Western roads. How frequently does it occur that *through passengers* leaving their seats at some way station for a moment only, return and find it occupied by some *way passenger* who has just entered; and not unfrequently does it cause much unpleasantness ere the intruder is removed, especially if the cars be crowded.

This should not be. Through passengers, by a well understood comity among travelers, are always entitled to their seats in preference to all way passengers; and it is no more than right that such should be the case, and their right to the same should be secured to them by conductors.

The only remedy for this is to have *way cars*, into which, and *no other*, *way* passengers should be allowed to enter.

It may be said that this will entail the necessity of having more cars. Well, suppose it does. If a road seeks public patronage, it *must* accommodate that public; or when a rival line shall start up, it may be assured that the travel will take that which offers the most comfort. Railroad traveling at best is not over pleasant, and comfort is very desirable. But to our correspondent.

For the Railroad Record.

ADMONITION.

Mr. Editor:

It is a thankless task to reprove error and wrong. But conscious that my motive is good, I venture to call the attention of railroad men to incidents of frequent occurrence, demanding a remedy; *more* urgent, now that winter is coming on.

I allude to the prevalent practice of keeping the cars closed until near the time of starting.

This may be well where station-houses are large, and of ample dimension, and made comfortable, but ill-timed, where there are *none*, or if so, diminutive—comfortless. I have particular reference to the *Model City*. But choose to illustrate, by relating an incident that came under my observation.

Not a year since in the Capital City—it was a bleak winter's day—and a number of passengers, men, women and children, had assembled some thirty minutes before the time for the train to leave.

No fire in the reception rooms; and the writer, in company with others, repaired to the cars and were welcomed by one of your refined brakemen—with glossy locks and a seal-ring on his finger, dusting out the seats—with "I'll be d——d if any more shall come into this car till the time."

Suiting the action to the word, he locked the door. I remaked, that "I was aware that it was impolite, in *genteel* society, to come before the time, and begged to be excused for thus intruding, as there was no fire in the station-house." "Indeed, sir, *your* private retreat is *very comfortable*."

The door was opened, and others came in also—cold—shivering.

Again, I have somewhat against Conductors. Best illustrated by the following:

A lady, with her helpless family, set out from Columbus to Indianapolis, by way of London, Springfield and Dayton. She has purchased a through ticket; and London is soon reached. The baggage-master, true to his trust, sets out her trunk, and for reasons I know not, she is carried to Xenia. And here is the beginning of her troubles. Fretful children—baggage left behind in the hands of strangers—unacquainted with the net work of intercommunication—she knows not what do. Is advised to telegraph for her trunk, and take stage for Dayton. Arrives too late for the regular trains for Indianapolis—is now in the open street, beset by runners to go this way, and to go that way, and is told by another, that there is no certainty of arriving by that route, &c. At this juncture—the woman bewildered, appeals to the writer—"What shall I do?" Relates the story of her wrongs. I replied, do as I tell you; and she was sent on her way, with a lighter heart.

Is there no remedy for these harrowing incidents, frequently reminding the traveler, that there is neglect somewhere?

I admire the arrangement upon a certain road in Ohio, and the gentleman, known as "the man in a gray coat, *who never makes a mistake*." It is a treat to the traveler, to observe the fatherly care exercised by this good Samaritan, over the helpless women and children that pass over this road.

How affable! "Your checks, madam, if you please, and I will attend to your baggage, and see that you are safely conducted to the cars, or boat, or whatever place you wish to go."

The benedictions of many strangers will follow him to his grave. Such a man is an honor to his race, and a credit to the railroad fraternity. Yours,

Public Good.

Dayton, Ohio, November, 1853.

PACIFIC (MO.) RAILROAD DEPOT.

A LARGE TRANSACTION.

The St. Louis *Republican* says:—"We are gratified to learn that Mr. Tiffany and Messrs. Chouteau have sold and conveyed to the Pacific Railroad Company *four* blocks, or rather a piece of ground, which has not been subdivided, extending from Eleventh to Seventh, and from Cerre to Poplar streets. It is 400 feet wide, by about 1300 feet long, and containing nearly 12 acres. This secures to the company, in the heart of the city, a most excellent site for a depot, and all the warehouses they may require for many years. The consideration is $120,000; twenty thousand of which is taken in bonds, ten thousand in county bonds, and ninety thousand in the bonds of the company. The terms, we learn, were entirely satisfactory to the company, and to our mind the purchase is a fair one to both parties. The company have also secured through this same negotiation the right of way over Mr. H. Chouteau's land from Thirteenth street, the site of the present depot, to Twelfth street, and from thence by Austin street they have a direct connection, or line of road to their new purchase. From Seventh street to the river, or at least to Main street, it is believed that a tunnel may be made above the city sewer, so as to run the locomotive and cars under ground, thus giving an approach to the river without interfering with the streets."

"The transfer of these lands to the company will soon make a great change in the Pond grounds, and will be of essential service to the surrounding property."

Louisville and Nashville Railroad.—The contractors are at work in earnest on the different sections of this railroad. While in Hardin county a few weeks ago, we visited the tunnel, or rather the preparations to bore a tunnel through the summit of Muldrow's hill, about four miles from Elizabethtown.—The road ascends nearly to the top of the hill, after crossing Rolling Fork, by following the course of Clear creek and some of the ravines leading from it to the Highlands, and will pass through to the summit of the hill in a tunnel *twenty-one hundred feet long*. The northern approach to the tunnel will be 46 feet deep. The operators are sinking the shafts at different points on the tunnel so that a greater number of hands may be worked and different sets be working at different points at the same time. With two sets of hands working at the bottom of each shaft, and one set at each end of the tunnel, there would be eight sets of hands working at once. And yet it is estimated the entire road can be done by the time the tunnel is finished. It will pass the entire 2,100 feet through solid limestone rock. The blasts, that break up tons of rock at once, may be heard for 15 or 20 miles around. All this looks as if the compsny were in earnest and knew what they were about.—*Owensboro Gazette*.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1853–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104¾	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	105	107
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		102	103
Columbus and Xenia	50	118	120
Covington and Lexington	50	72	75
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	70	85
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	70	72
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	88	90
Indianapolis and Bellefontaine	25	100	101
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	73	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	86	88
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110¼
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	65	70
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	95	100
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	93
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	146	148
Toledo and Cleveland	50		
Virginia Central			

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1)	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ℘ ct.	discount.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$195
80 acre warrants	90	92
40 acre warrants	45	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, November 19, 1853.

20 shares		Central Ohio Railroad Stock	80 00
35	"	Covington and Lexington Railroad Stock	65 50
75	"	Cincinnati, Hamilton & Dayton Railroad Stock	105 75
50	"	Do. do. do.	105 50
50	"	Ohio and Mississippi R. R. Stock, bid.	87 00
18	"	Washington Insurance Co. Stock, per share	22 00
75	"	Merchants' and Manufacturers' Insurance Co. Stock, per share	passed.
15	"	Little Miami R. R. stock, bid	119 00
72	"	Eaton and Hamilton R. R. Stock, to close a concern on a credit of 60 and 90 days	passed.
36	"	Bellefontaine and Indiana Railroad Stock, bid	87 50
200	"	Cincinnati Western Railroad Stock, without reserve, to close a concern, withdrawn by consent.	
25	"	Cincinnati, Hamilton and Dayton Railroad Stock	passed.
10	"	New Albany and Salem R. R. Stock, bid	58 00
30	"	Lawrenceburgh and Upper Mississippi Railroad Stock, bid	68 00
25	"	Kentucky Trust Co. Bank Stock	100 00
10	"	Columbus, Piqua and Indiana Railroad Stock	passed.
100	"	Peru and Indianpolis Railroad Stock, bid	68 00
75	"	American Express Co	passed.
9	"	Dayton and Western R. R. Co., with $125 interest	passed.
27	"	Little Miami Railroad Stock	passed.

November 23, 1853.

25 shares		Cincinnati, Hamilton & Dayton Railroad Stock, bid	106 25
50	"	Do. do. do.	withdrawn.
10	"	Covington and Lexington Railroad Stock	66 25
16	"	Do. do. do.	withdrawn.
21	"	Columbus, Piqua and Indiana Railroad Stock	no bid.
14	"	New Albany and Salem R. R. Stock.	no bid.
212	"	Eaton and Hamilton Railroad Stock.	no bid.
28	"	Do. do. do.	bid 53 00
75	"	Lawrenceburgh and Upper Mississippi Railroad Stock	no bid.
150	"	Peru and Indianapolis R. R. Stock	no bid.
111	"	Indianapolis and Bellefontaine R. R. Stock	no bid.
20	"	Little Miami Railroad Stock, dividend to purchaser	120 00
40	"	Little Miami Railroad Stock	passed.
15	"	Kentucky Trust Co. Bank Stock	no bid.
16	"	Indiana Central Railroad Stock	no bid.
125	"	Mad River and Lake Erie R. R. Stock.	no bid.
125	"	Merchants and Manufacturing Insurance Stock	no bid.
1 Bond		($500) Cincinnati and Whitewater Canal,	withdrawn.
15	$1000	Bonds of City of Louisville, Ky., 6 per cent. coupons attached, 20 years to run	no bid.

MONETARY.

At the East, the Money is still stringent, yet it can be readily had on "Number one" paper at 9@10 per cent., and on ordinary paper at from 10@15 per cent. More confidence is being manifested, and every appearance would seem to indicate that the "hard times" were about over.

In the Stock Market we note an advance upon all first-class shares, and an upward tendency in this class of securities generally.

Foreign Exchange still rates below specie shipping point; 109@109½ per cent. being asked for best names.

The recent reports of Bank failures, and the actual failure of the Patchin Bank, has have little or no effect on the money interest. Currency is plenty, and freely taken by the banks.

At the West, we can make but little change in money quotations; the supply is yet unequal to the demand, though confidence is improving.

Eastern Exchange we quote at ½ to ¾, though it has been sold during the week as low as ¼ to ½.

In our Stock Tables we yet hesitate to make any alterations, inasmuch as we can give none better as to the real value of the various stocks and shares.

The quotations of sales made by Messrs. Hewson and Holmes, give a very correct idea of what stocks are selling for, and what demand there is for them. By these sales it will be seen that first-class, operating stocks are advancing rapidly, and that such only find buyers; while stocks of unfinished roads are not to be sold at any price, as money is worth more for mercantile purposes.

Within the next thirty days, after the pork merchants have been supplied with means, we may look for more activity in stocks; till then the market will continue dull.

MARIETTA AND CINCINNATI RAILROAD.

We notice that the Parkersburgh *Gazette* has an article upon the Marietta road, in which it states that work upon this line has been suspended for want of means. We notice further also, that the Hillsboro' *Gazette* has copied this article into its columns, with a full endorsement of its verity. We had intended to have given both articles in our columns, but have mislaid the papers.

We cannot find fault with any Journal for manifesting an interest in its local improvements, and doing all that can be honorably done to promote the same. But when they condescend and to utter gross falsehoods—falsehoods which can be so readily proved to be such—and which were known to be untrue at the time of publication, it would seem to us that their readers must lose all confidence in them.

We have inquired into the facts of this case and can assure our readers, and all interested, that there is not a word of truth in the assertion that this company has suspended operations. Notwithstanding the stringeney of the money market at this time the company has ample means to go on with the work, and we are assured that no interruption will take peace on that account, but that the road will be pushed forward to the coal mines with the least possible delay.

☞ The Steubenville and Indiana Railroad is completed as far west as the tunnel on section 18, being 18 miles. The Directors are sanguine of having it completed to Cadiz by the 1st of January.

Miscellaneous.

THE CITY OF INDEPENDENCE MO.

The following peculiarity in the geographical feature of this city struck us as interesting. It is taken from an article upon the cities of Missouri in the October number of the *Journal and Civilian.*

"At the junction of the Smoky Hill and Republican Forks, which unite to form the Kansas river, in the bosom of the immense fertile prairies, and in an undulating country of the most fascinating picturesque beauty, is the most extraordinary focal center of the American continent. Its latitude is 39 degrees, its longitude 96 deg. 24 min. west of Greenwich. This point is 121 miles west of Independence.

"If from this center a circle be described so as to touch the northern boundary parallel of 49 deg. as a tangent, the opposite side of this circle will sweep through Mobile, through New Orleans, and grazing the intermediate Gulf coast, pass through Matagorda harbor in Texas. This point at the forks of the Kansas is then the center of our National Territory, north and south. If, also, another concentric circle be described through San Francisco, it will sweep along the Pacific coast, within a few miles of the beach, cutting the seaports of Portland and Vancouver on the Columbia river. Its opposite side will sweep through Quebec and Boston, through Havana in Cuba, and through Vera Cruz and the city of Mexico. This same point is then also the center of our territory between the oceans, east and west. It is equally the center, geographically of the Valley of the Mississippi.

CINCINNATI STEAM FIRE ENGINE.

We learn that this valuable engine continues to give satisfaction. The city of Louisville has ordered one of them from Mr. Latta the originator of them. He has made some valuable improvements in their construction since the first one was built, not the least valuable of which is a great decrease in the weight.

We trust that the time is not far distant when every city in the Union will be supplied with one of these indispensable engines.

The single one we now have has been a great saving to our city. From the first report of our city chief engineer we learn that the amount of losses by fire from April 1st to Oct. 1st. 1852, was $585,000, while that for the corresponding period of the present year is only $308,032, showing a difference in favor of the present system of about $280,000. From April 1st to Oct. 1st, 1852, there were 105 false alarms, and during the corresponding period in 1853. only 9. It has been estimated that each false alarm costs the city $100.

NEW SUBMARINE TELEGRAPH.

We are informed that a Company has been organized, and the stock subscribed, for constructing a submarine Telegraph between Liverpool and New York *via* Galway, Newfoundland and Nova Scotia, and for extending subterranean branches of it to every part of Europe. It is said that the process to be used is one newly invented by a gentleman of Massachusetts, who has discovered a mode of immensely increasing the conducting capacity of telegraphic wire, and also a way of laying down the wire, both under sea and land much cheaper than any used hitherto. The whole length of the route from Galway to New-York, as thus marked out, is about 2,800 miles. The cost per mile for the submarine wire, on the improved plan, is estimated at less than $600—the cost by the methods now in use, on the cheapest scale, would be fully $800. For the subterranean portions of the route, the estimated cost is about $200 per mile, which is less than one-third of the cost of such lines now in use.

The facility, too, with which the line can be built on the new plan, is said to be such that the construction of the whole route from Liverpool to New York can be accomplished in six months from its commencement; so that if the company beging operations as it is now contemplated by them, as early in the ensuing Spring as the state of the ground and the weather will permit, we may confidently anticipate a direct telegraphic communication with Europe by the opening of next Autumn.

We are assured that the project is in the hands of responsible and intelligent men, and that it will undoubtedly be carried through. We cannot say that our minds are free from doubt on this point. Whenever, however, the projected line is completed, the readers of the *Times* will receive European news a good deal in advance of either the Collins or Cunard steamers.—*New York Times*

UNLAWFUL DETENTION IN THE POST OFFICE.

Suit has been instituted in the Second District Court, New Orleans, by Antonio Pons, a fruit dealer, against the Post-master of this city, W. G. Kendall, Esq., claiming damages in the sum of five hundred and sixty dollars, for loss sustained by him in the unlawful detention in the Post office of a letter addressed to him. Pons alleges, in his petition, that a letter addressed to him, with advices, and a bill of lading of a shipment of lemons from Vera Cruz, was deposited in the New Orleans post office on the 11th of September last, on the arrival of the steamship Mexico, from Vera Cruz; that expecting such a letter, he applied for it at the post office repeatedly, after the arrival of the Mexico, and was told there was no such letter for him; that eight days afterwards the letter was advertised; that in the meantime the lemons which were here, and which he could not get possession of without producing the evidence—the bill of lading—became so deteriorated that the whole shipment, when sold at auction, brought only the net sum of five dollars and forty-seven cents, leaving him minus five hundred and sixty dollars. This suit, we understand, is but the "begining of the end," as hundreds of others, of a similar nature are about being instituted.—*New Orleans True Delta, Oct,* 28.

RAILWAY CHAIRS.

A gentleman who has seen Mr. Norris' patented method of chairing the rails on the London and North-Western Railroad describes it thus:—He says, "It consists of a traveling furnace containing the melted iron, with a bellows to keep the fire up. Where there is a defective chair or a new one wanted, the old one is removed or broken off with the blow of a hammer, and the mold (which we presume must be in two parts) placed under the rail as it lies, the liquid iron is poured into it, and a new chair formed almost while one can say "Jack Robinson." As the iron of the new chair cools, it contracts and clips the rail with a grip much tighter than the present method of keying it. The iron of the old chair, cast into the pot and remelted, becomes material for a new chair. Thus a long length of line may be new chaired without any load of material or disturbance of the rails, and in a very short time."

We have not seen this process, and therefore can give no opinion of it; but taking it as described, there must be some provision at the rail joints for preventing the molten iron from getting between the ends of the two rails; for if not, by any great increase of temperature the whole line would burst up by the expansion of the rails.

PENNSYLVANIA RAILROAD.—This great thoroughfare will be completed, and the Allegheny Portage road. avoided, by the first of January next. This may be justly regarded as one of the great railroads in the country, and when finally completed, will be the favorite route for travelers to the Great West. The road is admirably managed—the trains, come up to time, with very little variation; and what is of more importance than anything else to the traveling community, it may be remarked that there are less accidents on this road than any other of its extent in the country. This, no doubt, arises from the fact that none but the most careful and cautious men are engaged by the company to conduct its business.

SYMMES VALLEY RAILROAD.—The next meeting of the friends of this enterprize is to be held at Winchester, Jackson county, on Saturday, the 12th inst.

"Where is Symmes Valley?" is the question that occurred to our mind on reading the above announcement. Nor have we been able to get any answer to it yet. We can hear of a great number of Winchesters also; but none that happen to be in any of the Jackson counties we find in our Post-office list. Who can enlighten us? We desire to put the road upon our Map.

Advertisements.

RAILROAD MAP.

We have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing completed or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 × 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines ..... 50 cents.
Full colored .... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the RAILROD RECORD OFFICE will secure prompt attention.

HENRY TANNER vs. *The Hudson River Railroad Company.* } Circuit Court of the United States for the Northern District of New York.

THIS was a suit brought by the plaintiff for an alleged infringement of letters patent granted to him as assignee of the inventors, L. H. THOMPSON and A. G. BACHELDER: 'for an improved Rail-road Brake,' by the use on the said road, of brakes made on plans, alleged to have been invented by NEHEMIAH HODGE and also by F. A. STEPHENS and purchased by the said defendants, from the said Hodge & Stephens and also for use of the plan as patented to said Tanner.

The suit was noticed for trial at the October term of 1853, and put over the term by the motion of Defendant's counsel by paying the costs of the term.

And thereafter the Defendant's counsel made overtures for a settlement which resulted in the defendant's acknowledging the validity of plaintiff's patent, the infringement of the said patent by the use of double acting brakes on the plan of the said patents and the Company paying to the said plaintiff for the right to use the said invention and for the withdrawal of said suit the sum of ONE THOUSAND DOLLARS and cost.

Having read the above I do certify to the correctness of the statements therein contained.

October 25th, 1853.

THOMAS M. NORTH,
Secretary and Attorney of the
Hudson River R. R. Co.

New York October 26th, 1853,

This is to certify that I was of Counsel for the plaintiff in the above entitled cause, that the suit was brought for the recovery of damages from the Hudson River Railroad Company for the use on their cars of brakes, made on the plans described in the patents granted to Charles B. Tanner on the 14th, of Nov. 1848, to Nehemiah Hodge on the 2d, of October 1849, and to F. A. Stephens on the 25th, of November 1851. That in preparing for the trial of the above entitled cause I made a careful examination of all the facts, given in the notice of defence and became satisfied that Thompson and Bachelder, from whom Tanner derived title, were the original and first inventors of the Double acting Brake covered by the plaintiff's patent and that the Brakes of Tanner, of Hodge, and of Stephens, are infringements of the said Tanner's patent. CHS. M. KELLER.

nov24-4t

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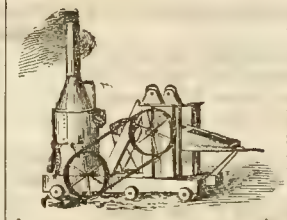
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At his MAP ESTABLISHMENT,
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DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

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Mississippi Central Railroad.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the Mississippi Central Railroad, in Holly Springs, Miss., until November 15th, for Clearing, Grubbing, Grading, and furnishing the Cross-ties, between Tennessee State line and Holly Springs, (21 miles.) Plans, Specifications, and Profiles may be seen at Holly Springs after the 10th of November.

PROPOSALS

Will be received at Grenada, until 1 o'clock, P. M. of Wednesday, December 7th, for the work between Water Valley and Grenada, (30 miles.) Plans, Specifications, and Profiles may be scen at Grenada after 1st December.

PROPOSALS

Will also be received at Canton until 1 o'clock, P. M. of Wednesday, December 14th, for the work between Canton and Big Black, (12 miles.) Plans and Profiles may be seen at Canton, after 10th of December.

The work will be divided into sections of about one mile each, and proposals will be received for each item separately, or for the whole work, on one or more sections.

HEALY, HOLMAN, SIMS & CO.
Oct. 26, 1853. nov17-3t

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

oc20 H. H. GOODMAN, Sec'y.

CARDS.

A CIVIL ENGINEER,

Of several years experience, is anxious for an engagement, in charge of Preliminary Surveys, or Construction.

Address P. P., X. Y., this office.

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OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

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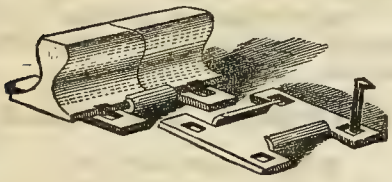
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Chairs and Fastenings.

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LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
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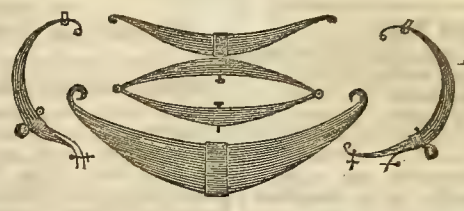
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Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

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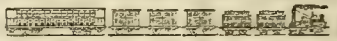
THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.
au18-3*

Lithography and Engraving.

RAILROAD BONDS,
CERTIFICATES AND MAPS,
BUSINESS AND SHOW CARDS,
Views of Buildings, Diplomas, and Portraits,
And all kinds of
Lithographic Engraving,
DESIGNING AND PRINTING,

Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

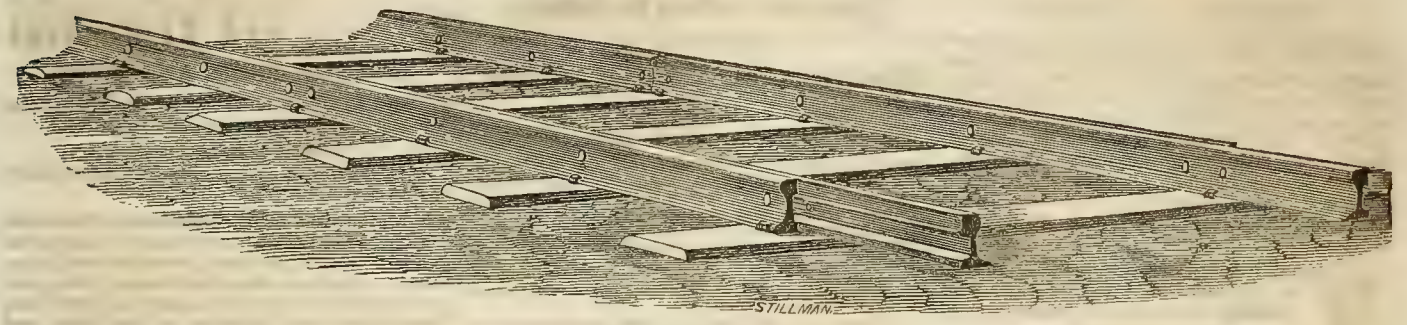
BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,
No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.



WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of
GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S
Lithographic Establishment,
CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.

†mr3

HEWSON & HOLMES,
Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales
At the Merchant's Exchange every Wednesday and Saturday.
Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS,
In general or detail of all kinds of
Steam Vessels, Engines, Boilers, Mill Work, &c.
Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.
CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y.

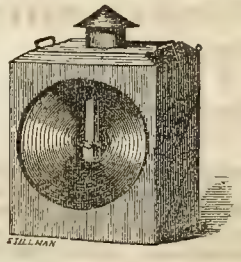
Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

WANTED!
1,200 Men and 60 Masons,
UPON THE
COVINGTON AND OHIO RAILROAD,
Between the mouth of Big Sandy and the mouth of Scary
Apply to **W. B. FOWLER,**
o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1½ inches diameter.

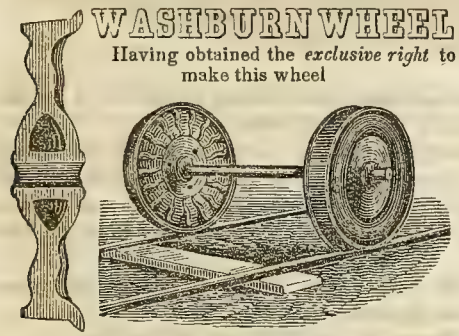
ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies Stocks and Dies. For sale by

MEAD, SELDEN & CO.
†je2 No. 15 Pearl Street, Cincinnati.

FULTON CAR WORKS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.

S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mar17 GEO. GARDNER & CO., Boston, Mass.

PHILADELPHIA
Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate tneir valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

BOOKS.

Railroad and Route Book

FOR THE SOUTH AND WEST.

CONTAINING the hours of departure, fare, stations, and distances upon upwards of

Eighty Railroads.

Also, the towns, distances, and steamboat information relating to

10 Western and Southern Rivers.

With numerous routes between the principal points, combining railroad, steamboat, and stage travel. Showing, also, the cheapest, best, and most desirable routes from Boston, New York, Philadelphia, and Baltimore to the West; and from the principal Southern cities to the North again.

Made up and Corrected Quarterly.

From information obtained directly from head quarters.

Price Fifteen Cents.

The Traveler's Companion.

Being a complete Guide through the

West and South.

Containing, in addition to the

Rail Road and Route Book,

Accurate descriptions of towns, cities, and place of note, on all the principal routes; with historical notes, statistical tables, and much other information useful to travelers. Bound in muslin, price 50 cents.

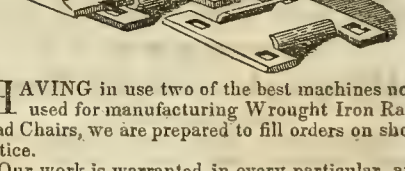
J. A. & U. P. JAMES, Publishers
Nos. 167 and 169 Walnut St., Cincinnati.

VALUABLE SCIENTIFIC BOOKS.

De La Beche s Geological Observer, 8vo.
Professor Hitchcock's Geology of Massachusetts, 2 vols., quarto.
Christy's Letters on Geology.
Humboldt's Aspects of Nature.
Lyell's Travels in the United States. 2 vols., 12mo.
Ruschenberger's Natural History. 2 vols.
Griffin's System of Crystallography. 8vo.
Lindley's Flora Medica. 8vo.
Noad's Chemical Analysis. 8vo.
Weisbach's Mechanics and Engineering. 2 vols., 8vo.
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Principles of Zoology, by Agassiz & Gould.
Zoological Recreations, by Broderip.
Uses and Abuses of Air, by Griscom.
Chemistry of Agriculture, by D. Chrisiy.

For sale by J. A. & U. P. JAMES,
No. 167 Walnut street.

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.

Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

m r3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.

Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St., Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

Branch Office, No. 30 West Third St., Cincinnati, Ohio.

Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL R. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.

AMBROSE W. THOMPSON, Vice Pres't.

CHARLES G. IMLAY, Sec'y and Treas'r.

PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.

WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

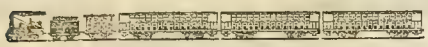
Piqua, Sept. 13, 1853. s29-tf.

RAILROAD SPIKES.

THE subscribers are manufacturing RAILROAD SPIKES of superior quality, on the most favorable terms. Those in want, are respectfully solicited to order a sample from us before purchasing elsewhere. All orders will receive prompt attention. SWETT, ELLIOT & CO.

Pittsburgh, Pa., August 15, 1853.—au18-3*

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00

Do	do	Detroit	6 75
Do	do	Chicago via Detroit.....	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo.....	11 50
Do	do	Chicago via Indianapolis.....	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute.....	5 50
Do	do	Lafayette.....	5 50
Do	do	Indianapolis.....	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond.....	1 60
Do	do	Eaton	1 25
Do	do	Hamilton.....	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.00 " P. M.
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

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au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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AND

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E. D. MANSFIELD, EDITOR.

For TERMS and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For ENGINEERS seeking employment: RAILROAD COMPANIES desiring assistance; CONTRACTORS, MANUFACTURERS OF RAILROAD MACHINERY, IMPROVEMENTS, &c., &c., offers inducements unequaled by any other journal at the West.

Being devoted to Railroad and Manufacturing interests, its circulation, now rapidly extending, is largely among those connected with these interests, and presents a ready and efficient means of bringing to the notice of persons interested all new inventions, improvements, &c.

For terms of advertising, &c., see last column of the last page.

☞ We would call the attention of Railroad Companies, Car-builders, and others to the advertisement in our columns of Lightner's Patent Axle Box, which is highly commended.

OHIO AND MISSISSIPPI RAILROAD.

ITS PROGRESS AND PROSPECTS.

We have abstained from any *set* notice of this important work heretofore; because we knew it was rapidly progressing, and that such a work, when completed, would present results beyond the most sanguine expectations. We are now, however, officially informed that one important part of it draws near completion. The line, between Cincinnati and the Jeffersonville Railroad, is confidently expected to be finished in the month of January coming. This fact induces us to review what will probably be the results of that part completed.

1st.—It will be observed, that the connection of the two roads (the Jeffersonville and the Ohio and Mississippi) makes a complete line to Louisville, and a very direct one. From Cincinnati to the connection will be 87½ miles, and from the connection to Louisville 50—making to Louisville 137½ miles—which will be run, safely and pleasantly, in less than *six hours*. The great amount of transition business, between Cincinnati and Louisville, will then be done by railroad.

2d.—By the intersection with the Madison Railroad, a direct railroad line is made to Madison. The distance to Madison, by railroad, will be about 84 miles, and will be run in less than four hours.

3d.—By the connection at Lawrenceburgh, with the Lawrenceburgh and Indianapolis Railroad, (*now* Cincinnati and Indianapolis) the most direct route to Indianapolis, (about 110 miles) will be completed, and the trip may be made also in four hours.

Thus the completion of the first section of the Ohio and Mississippi Railroad will open, at once, an immense business to the road, and be of equal importance and benefit to the public. The change will be very great. All Southern Indiana, and South-Western, will be brought into near neighborhood with this city. Some estimate of the traffic likely to take place on this section may be made, by considering the previous intercourse, and the rapid increase in that intercourse, to be made by the introduction of a railroad.

In good water there are two lines of packets, besides the Wheeling and Pittsburgh line, (and besides all the boats to St. Louis and New Orleans) between this place and Louisville. This makes *three* packets each way, besides an average of one or two transient boats carrying passengers. Between this city and Madison there are also *two* packets, connecting with the Madison Railroad.—There are also now running *two* packets to Lawrenceburg, connecting with the Indianapolis Railroad there. Altogether, there are from five to eight packets running each way, between Cincinnati and points on the Ohio river, which will be connected with this city by the Ohio and Mississippi Railroad. The great body of passengers which now takes that mode of transportation, will hereafter take the railway. To these will be added, nine-tenths of all those who come and go between Cincinnati, and the southern half of Indiana. The respective lines of the Jeffersonville Railroad—the Madison—and the Lawrenceburg, will all be so many tributaries to the Ohio and Mississippi. This is self-evident to those who know anything of the previous and existing lines of trade, and intercommunication. The *tendency* of all the business of Indiana, from within a short distance of Lake Michigan to the Ohio river has been, and is to Cincinnati. While, therefore, we may allow that the business of its northern half with this city will be done by the northern and central lines of railway—it is most obvious that the traffic of the southern half must be concentrated to a greater or less extent on the Ohio and Mississippi Railroad. It is equally obvious that a portion of Kentucky trade, which comes to this city through Louisville, will, so far at least as passengers and light traffic is concerned, take the same course.

When the line is complete, *via* Jeffersonville to Louisville, it will be easy to leave Cincinnati in the morning for Louisville—transact business there—dine, and return to Cincinnati in the evening of the same day! The Express trains of the Hudson River Railroad make 144 miles in four hours. The distance here is less, and may certainly be made by an Express train in five hours. Leaving at 6 o'clock, A. M., it may be at Jeffersonville at 11 o'clock, A. M. Returning at 3 o'clock, P. M., it may be in Cincinnati at 8 P. M. The Express train to Cleveland goes nearly double the distance in nine hours.

How great will be the business created by these extraordinary facilities and resources for intercommunication, we cannot now estimate; but it seems to us, that a heavier traffic will be shown on the line of the Ohio and Mississippi Railroad (*arterial* as it is to be to the Ohio Valley) than on any one line (proportionably) in the Union. The great lines of New York, Pennsylvania, and Maryland, have competition on all sides, while the country through which they pass supplies less material for traffic. The nearness and similar direction of the Ohio river, is no injury to the railway. On the contrary, the great natural artery will be continually supplying blood, and pabulum to the artificial one. Every town, village, and landing on its banks are only so many depots to concentrate persons and business—thence to be carried, through the interior, by railway. The Ohio and Mississippi Railroad—occupying the *flank* line—not the river, first receives the material collected, at their own depots, and transmitted to the interior by lateral veins. Every railway, without exception, made in Indiana and Illinois—and passing north and south—will be so many tributaries to the great artery passing east and west. There is no point, on the banks of the Mississippi, or the interior, till within the immediate vicinity of the Lakes, from which a person may not reach New York through Cincinnati, by the shortest line. From the center of Indiana and Illinois to the Gulf of Mexico, a vast country full of vast resources, it will be easier to go to New York, or Philadelphia, *via* the line of the Ohio and Mississippi, than by any other route. But we need not dwell on that point. The period of demonstration is too near at hand to indulge in speculation.

In this city, the company has made the most ample and convenient arrangements to facilitate business. They have purchased a spacious depot ground in the south-western part of the city, and now possess some 4,000 feet of river front, in addition to their ground. On the west of Millcreek, an arrangement has been made with the County Commissioners by which the great difficulty of getting into the city there has been obviated. The County road is to be changed, in Storrs, at the expense of the company, and the track of the railway laid on the old road. This will enable the cars to traverse that part of the town, without any inconvenience to passers by—a matter of no small importance. The difficulty of getting into a town, whose *front on the river is ten miles*, (as that of Cincinnati is) can hardly be understood, except by experience. Roads, streets, canals, lots, and tenements, are to be crossed in every direction, and numbers of people are to be conciliated, who think themselves in some way disturbed by the new structure.

The Ohio and Mississippi Company have got the right of way *very low*, and yet our readers will be surprized to hear that the cost near the city is between two and three hundred thousand dollars. It is probable, that the right of way could not be had again for double that.

We trust that the anticipations of the Directors may be fulfilled, by the completion of the part connecting us with Louisville, at an early day. Numerous and familiar as railroads in this vicinity now are, the opening of this road will, nevertheless, mark an era in the commerce and prosperity of this city.

ST. ANDREW'S AND QUEBEC RAILROAD.

A meeting of the Shareholders of this road was held in London on the 25th August, ult., when a report of the Directors was read, by which it appears that the St. Andrew's and Quebec Railroad is a fractional but essential part of the enterprize, as it commands the only outlet of East and West Canada, through British territory, to the Atlantic. The construction of the railroad is steadily progressing towards the completion of the first section of the line. During the present year, upward of one thousand excavators and laborers have been sent out from England by the contractors. The works are, in consequence, now being prosecuted with more vigor. It is anticipated that the first thirteen miles, to a point where the railroad crosses the Fredericton road, will be shortly opened. In addition to these thirteen miles, eighteen miles are in a sufficiently forward state to afford the prospect of completion during the present year. The traffic arising from the conveyance of logwood, will, it is believed, be considerable. A survey has been made, and an excellent line obtained, to the White Beaver Brook, a distance of forty-five miles, or twenty-three miles beyond the limits of the contractors' present operations. The contractors state, that the further they penetrate into the country, the more they become convinced of the enormous traffic that must pass over the road. The local Government has issued further debentures to the amount of £11,000, as payment on their shares in the railroad company. It is anticipated that a further call of £2 per share will be shortly made. The balance sheet for the half year ending the 30th of June last, shows receipts by sums paid on calls in advance to the amount of £13,056, and expenditure amounting to £11,045, leaving a balance in hand of £2,012.

Upon ten miles of the road an engine is running, and it is hoped that the work will be so far advanced as to open a portion of the road for travel by June 1st, proximo.

We are pleased to learn that our Canada neighbors are awake to the value of railroads, as a means of united communication. Their country is one where such means are needed. The style of building, being directed by an English Board of Directors, is of course English in every particular; the peculiarities of which are thorough work, substantial track, and little or no regard to cost, having the shareholders to draw upon.

Our American railroads would be much improved by adopting *some* of these peculiarities, such as more thorough construction for instance, which would be much more economical in the end, though costing more to begin with.

RAILROAD CONVENTION IN ALABAMA.

From the Pulaski *Gazette* we perceive that a spirited convention was held at that place on the 29th Oct. for the consideration of railroad matters, numerous resolutions were adopted for the furtherance of the objects of the convention, among others, the following, which embodies the views of the meeting:

Whereas, it is contemplated by the State and citizens of Alabama, to construct a railroad of the first class from the town of Montevallo, through the town of Decatur, on the Tennessee River thence through the town of Athens, in the county of Limestone, to the State line; and whereas, a continuation of said road through the county of Giles in Tennessee, by way of Pulaski, thence intersecting the Tennessee and Alabama Railroad at Columbia, in Maury county, by its connection with the Alabama river and Mobile Bay, and by a probable connection with the Pensacola Bay, on the South, and the Nashville and Louisville, and Cincinnati roads, on the North would greatly increase the commercial, agricultural, and traveling facilities of the various portions of the country through which it passes—therefore.

Resolved, That this convention, and the members composing it, will use their best exertions in effecting the establishment and completion of such a road.

Commitees were appointed to advance the interest of the proposed road; numerous addresses were delivered, by prominent men of the state, and the convention adjourned to re-assemble at Decatur on the 20 of November last.

We have frequent occasion to remark upon the prevalence of the railroad spirit among the citizens of this state. No state in our Union will reap more benefit from a judicious system of railway improvements than Alabama. Her soil is rich and productive abounding also in mineral wealth; and needing only cheap and ready means of transportation to market to make them at once valuable and lucrative. We hope to see the day when Alabama will have communicating lines North, South, East and West throughout her borders.

BELOIT BRANCH RAILROAD.—The Galena and Chicago Union Branch Railroad was completed to Beloit, on Saturday last, 5th inst. Towards evening of that day the construction train stood opposite the depot, on the first track which ever connected Wisconsin with the Atlantic cities.

BALTIMORE AND OHIO RAILROAD.

"The Board of Directors of the Baltimore and Ohio road voted to increase the salary of the President, Mr. Harrison, from $3,000 to $4,000. He, while he appreciated the compliment, declined to receive the increased salary, because it was necessary to husband the resources of the company, and reduce its expenditures."

In connection with the above, we are pleased to learn that the running expenses of this valuable line of road have not been so large a proportion of its earnings as was at first estimated. The recent report of the President makes them but 61 per cent., instead of 80, as at first reported.

Under the judicious management of the present President, with the experience of former years for a guide, we look to see this road become one of our best paying, as it is one of our best constructed roads. It has had many things to contend with in its progress up to this time; but with indomitable energy it has overcome them all, and completed its line through a wild and broken country, uniting the waters of the Chesapeake with those of the Ohio, and opening a line of communication, which will eventually be one of the great thoroughfares of the Union.

The present course of its Board of management will tend to bring about this much to be desired result in a very short time.

Petersburg and Springfield Railroad, Illinois.—The citizens of Springfield have taken an interest in this line of road, deeming it of importance to the welfare of their beautiful prairie city.

The line of this road has been given in a former number of the *Record*, and can be found traced upon our Map.

The city of Springfield is rapidly growing under the influence of its railroad interests, and its citizens are awake to the necessity of being up and doing, not only to retain what benefit they have already derived, but to add still more to their prosperity by constructing additional lines.

The object of a recent meeting of the citizens of Havanna, on the proposed line of this road, was to consider the propriety of voting assistance towards its construction, in the way of county bonds, to the amount of $25,000. Numerous speeches were made, and much interest manifested in the success of the undertaking.

☞ The question of the ratification of the arrangement to consolidate the stock of the Peru and Indianapolis and the Madison and Indianapolis Railroad Companies, is to be voted upon by the stockholders of the Madison road, at the company's office at Madison, on the 1st of December.—*Noblesville News.*

CHICAGO, ST. CHARLES AND MISSISSIPPI AIR LINE RAILROAD.

In a recent issue of the *Record*, was an item to the effect that work had been suspended upon this line. As we are anxious to do no injustice, we give the following from the Chicago *Tribune*, of the 26th ult.:

Yesterday, in company with G. S. Hubbard, Esq., and several other gentlemen, we took a trip on this road to the O'Plain river, to which it is now completed. At the O'Plain, we found parties actively engaged preparing timbers for the bridge, which is expected to be put up and finished within three weeks. Between the O'Plain and St. Charles, the contractors informed us that all the grading is completed, excepting about seven miles, and upon this there are now about 160 teams in active employment. The whole grading will, we are assured, be completed in a few weeks. The company have several miles of iron here, and enough coming to finish the road to St. Charles during the winter; and it will be laid down rapidly as soon as the O'Plain bridge is finished.

We notice these facts in reference to this road, for the reason that reports have been put in circulation to the effect that it was suspended. We see no reason to doubt its going steadily ahead to completion. The stock subscribed in this city is of the most reliable character, and we have reason to believe the same is true of that subscribed along the line of the road. The company do not intend to offer a bond for sale until the first division is completed, when it is expected its business will give it a credit unsurpassed by any other road.

The Chicago, St. Charles and Mississippi Air Line is to run, almost without divergence, to Savannah, and will there connect with the great Iowa Central road, to run west to Council Bluffs. With such a feeder, and the business of such a country as lies between Chicago and the Mississippi river, the Air Line is destined to be one of the most important trunk roads to connect this city with the Great West.

Nashville and Chattanooga Road.—We notice among the Legislative proceedings that a bill authorizing the Governor to endorse bonds of the Nashville and Chattanooga Railroad Company to the amount of $650,000, the sum necessary to complete and equip the road, has passed its first reading in the House. One section of the bill authorizes the Comptroller to receive these bonds on deposite under the Free Banking Law, a provision which will make them available at home.—*Athens (Tenn.) Post.*

The Tiffin and Fort Wayne Railroad Company was organized last week, under the provisions of the general railroad act. The capital stock is placed at $1,000,000. Directors will be elected on the 6th of December.

This road was laid down upon our Map before the line had been settled upon, and will be found running just south of Tiffin.

☞ Wm. Parker has resigned the office of Superintendent of the Baltimore and Ohio Railroad.

ILLINOIS CENTRAL RAILROAD.

The Dixon *Telegraph* says:—Orders have been given for an increase of the force at work on this division of the Central road; and for the completion of the bridge across Rock river at this place, so as to be ready for the passage of trains, by the first of July next.

This will be our North and South road. The one running East and West, from Chicago to the Mississippi at Fulton, (the Chicago and Galena Air Line) and then through Iowa, is to be completed from Chicago to Hickory Grove, twenty-two miles east of Dixon, by the first of January.

The portion of the road from that Grove to Dixon will be put under contract in two weeks, to be completed in part as practicable.

The road will pass through the south part of Dixon, and will cross the Central road, at or near the depot.

West of this, the route has not been definitely determined on for the first few miles; it is presumed, however, that it will run down the south side of the river for about eight miles, and cross on or near the farm of Mr. Van J. Adams.

Henderson and Nashville Railroad.—We learn from the Henderson (Ky.) Reporter that the work on the Henderson and Nashville road is progressing finely. Four hundred hands are now employed, and will be kept at work during the winter.

Mississippi and Missouri Railroad.—The distance on this road, from Davenport to Iowa City, fifty miles, is under contract, to be finished by the 1st of December, 1854. A large force is now at work. From Iowa City to Fort Desmoines, 120 miles, the road is being located. The road is expected to be completed to Council Bluffs by the 1st of December, 1856.

Iron Mountain Railroad,—The election for Directors of the Iron Mountain Railroad Company, resulted as follows:—William H. Belcher, John Cavender, John How, Adolph Abeles, F. Schulenburg, Wm. M. McPherson, M. Brotherton, Jas. Harrison, Louis V. Bogy, L. M. Kennett, Edward Haren, M. Miller, E. R. Mason. The whole vote cast was 4,326, representing 9,387 shares of stock.

☞ Vincent Gray, who was detected a few days ago in placing obstructions upon the track of the Bellefontaine Railroad, has been tried at Muncie, and sentenced to the Penitentiary for five years.

What is a punishment of five years imprisonment compared with the crime for which he was sentenced? It should have been for life at shortest. Such scoundrels should not be allowed to go at large.

RAILROAD EARNINGS.

MICHIGAN CENTRAL RAILROAD.

The earnings of this road for October, are rather in advance of the estimate. They were:

	1852.	1853.
Passengers	$81,140 35	$95,653 16
Freight	81,903 78	97,985,28
Miscellaneous ..	1,140 07	6,525 00
Total.....	$164,183 72	$200,163 45
Increase		$35,979 72

MAD RIVER AND LAKE ERIE RAILROAD.

We give below the comparative earnings of this road, for the preceeding four months, in the years 1852 and 1853:

1852.....	$193.230
1853.....	$27,0389
Increase in the four months of 1853,	77,159

INDIANA CENTRAL, AND DAYTON AND WESTERN RAILROADS.

The earnings of these roads during the month were:—

No. passengers through 1840—Fare ..	$2,493 08
No. passengers local travel 6001—Fare	3,173 45
Freight and use of road by G. & M. Co.	2,243 55
Total.....	$7,910 08

This road has but recently opened through to Indianapolis; the exhibit is very flattering.

NEW YORK CITY RAILROADS.

The receipts of these roads for October were:—

Sixth Avenue Railroad.....	$32,703 60
Eight hAvenue Railroad	$28,495 76
Total	$61,199,36

LEXINGTON AND FRANKFORT RAILROAD.

The business of this road for six months ending October 31st, as compared with the corresponding months of last year, shows as follows:

	1852.	1853.
May,.....	$7,574	$8,313
June,.....	7,113	8,456
July,.....	6,509	7,604
August,.....	5,685	9,752
September,.....	7,799	11,605
October,.....	7,008	10,604
	$41,688	$56,334
		41.688
Increase about 35 per cent., or.....		$14,646

The receipts of the present month (November) are estimated by the officers of the company at about $12,000, against $8,750 for the same month last year.

The *Observer* learns that, at the ensuing session of the Legislature, application will be made for an amendment to the charter of the company, authorizing a sale of its bonds, with a view to fund its debt. When this is effected, the company will immediately be able to commence the payment of cash dividends to its stockholders, reserving annually a sum sufficient to pay off the debt at its maturity.

RAILROAD TO LAKE SUPERIOR.

The subject of a railroad to Lake Superior, we see, is earnestly being canvassed. The proposed route to which we allude is for the extension of the Canada road (which has already been finished to Lake Huron.) Thence along the coast to this place. Thence in a line to Marquette, at which place diverging from a straight line by following the lake shore for a few miles, from which point in a direct line again to Ontonagon, and even to Fond du Lac.

It is very certain that such a route, if practicable, will be an air line from the head of Lake Superior to the Atlantic coast, and we would advise our Canada friends to look into the matter, and cause an examination and survey of the route to be made without delay. Such a route would be of mutual interest to the two Governments, and more strongly bind the friendly feeling which is daily and mutually increasing between them. It would also open a communication with this region at all seasons of the year, which must inevitably be done sooner or later, either by way of Canada or upon our own side.

A railroad has been talked of to connect Chicago Green Bay and Marquette, which, from all the information we can acquire upon the subject, can be built with the least possible trouble.

We are confident of the fact that the great *bug bear* in the way of railroads in this northern region (the depth of snow,) is, in common parlance, all moonshine. We believe there would be much less trouble attending the keeping of the track clear of snow than further south, from the fact that the snow is dry and falls so light, that it would present but a slight impediment to the passage of a train.

That we have got to have a winter communication in some way is a sure case, and some means will ere long be devised to accomplish that end. A railroad being the only one which we can think of, we would urge every one interested in this section of country to canvass the subject, and urge others to the same end. The Press is a legitimate channel for agitating a matter of the kind, and we hope it will take up the subject at once, and keep it before the people.

We have no doubt the enterprizing citizens of Wisconsin will have a road constructed from St. Paul to Fond du Lac, on Lake Superior, within a very few years, and ours should not be found behind them in evincing a proper spirit of enterprize. The feasibility of a route from this place to the head of Lake Superior cannot be doubted, as our information upon the subject is from an engineer, who has resided on the shore of Lake Superior for years past, and has passed over almost every inch of the ground many times.—*Lake Superior Journal.*

☞ By an order of the Todd County (Ky.) Court, an election will be held at the various precincts in that county, on the 5th day of December next, and the vote of the citizens taken upon the propriety of authorizing said County Court to subscribe stock in the Louisville and Memphis Railroad, on certain conditions.—*Russ. Herald*

☞ A man, who refused to pay his fare on the Providence and Worcester Railroad, has been sentenced to two months imprisonment at hard labor in the Worcester House of Correction.

UNION, PERU AND CHICAGO RAILROAD.

A meeting of the Directors of this road was held at Peru, on Tuesday last. Gov. Bebb, of Illinois; M. French, of Cincinnati; J. M. Niles, of Laporte; Mr. Hoover, of Rochester, were in attendance, as well as the members of the Board resident there. We are informed that the entire construction and equipment of the road was let to Messrs. French, Tyner & Co., at twenty-four thousand dollars per mile, to be completed in eighteen months from the 1st of January next. The length of road is seventy-two miles. Every arrangement has been perfected to insure the completion of the road, as rapidly as it is possible to do it.

That portion of this work, between Peru and Laporte, is now being pushed forward with unusual energy. Gov. Bebb, the President of the Board, and the commissioners appointed to appraise the real estate subscribed as stock, have just spent a few days in receiving the titles to the lands, and issuing certificates of stock for the same, and affording the utmost confidence in the early prosecution of the work.

The company has effected a running arrangement with the Northern Indiana and Southern Michigan road at Laporte—running upon the same gauge, and using the same depot buildings also, with the Peru and Indianapolis road at Peru, and with the Cincinnati and Cambridge City—connecting with the Queen City by both railroad and canal—and with the Richmond, Indianapolis and Terre Haute roads.

DAYTON AND MICHIGAN RAILROAD.—The company's bridge across the Miami at this place is finished, and the track laid down on it. The contracters, Messrs. Doolittle and Shoemaker, with the aid of the "Pony" are laying about half a mile per day towards the Border City, and we congratulate the citizens thereof that there is at last a prospect that they will hear the whistle of a locomotive close by, though it won't be coming from the *East.*

The company has lately received two splendid locomotives, from Patterson, N. J.; the "Barbee," for the passenger, and the "Telford," for the freight trains. They are both very fine machines, and their performance thus far has been very satisfactory.—*Troy Times.*

☞ The Common Council of Piqua has authorized the Mayor of that place to sign a paper on behalf of the Council, in connection with other stockholders in the Piqua Branch of the Eaton and Hamilton Railroad, authorizing the Board of Directors of said "Railroad Company to sell, surrender, transfer, and assign to, or unite and consolidate *with*, the Louisville and Sandusky Railroad Company, the twenty-five thousand dollars subscribed by the city to said Piqua Branch of the Eaton and Hamilton Railroad."

MILWAUKEE, FOND DU LAC AND GREEN BAY RAILROAD.

One of our Chicago Exchanges gives the following in relation to this road:

"Our citizens will be highly gratified to learn of the interest felt in this road by the inhabitants in the interior, living in the vicinity of the proposed route. We have before us the proceedings of a public meeting, held in the town of Auburn, on the 4th ult., called to take into consideration the subject of the speedy construction of the road, and the subscriptions to the stock by the citizens of Auburn. The condition of the company, and the prospects of the road, were clearly stated by Moses Kneeland, of Milwaukee. The following were among the resolutions thereupon adopted:

Resolved,—That the speedy construction of this road is of vital importance to the best interests of the people of this town, and along the line of the road.

Resolved,—That we will freely render to said company all the aid and assistance in our power by subscription to stocks, and otherwise, to promote the success of this road.

"An adjourned meeting was held on Tuesday, the 18th ult., at which, as we learn from Mr. Kneeland, about 300 persons were present, and much enthusiasm was manifested. Ten thousand dollars were subscribed, and twenty thousand more were promised at the meeting. We learn that subscriptions are liberally made by farmers living within a range of nine miles on each side of the road. The company take mortgages upon farms of two-thirds their value, exclusive of buildings, drawing 8 per cent., and issue full paid stock drawing 10 per cent., giving to the mortgagors the bonds of the company to pay the interest of the stock, the mortgagors assigning their 8 per cent. dividends, which leaves a balance in their favor of 2 per cent. The company feel confident that they will be able to pay back the entire stock subscriptions in ten years from the completion of the road. Such is the estimate of shrewd business men, based principally upon the character of the country through which the road will pass. That portion of the State lying between Milwaukee and Green Bay, is well settled, rich in agricultural resources, possesses unequaled mill privileges, and contains one of the finest and most extensive tracts of timber in the Union. The road passes the mouth of the Wolf river at Oshkosh, which is navigable between one hundred and fifty and two hundred miles, bearing upon its bosom millions of feet of lumber of that valuable and yet only partially developed country. Besides, the local trade of this route, from facts and figures in the possession of the company, will be amply sufficient of itself to support the road. Another advantage is that eighteen miles of the proposed road is to be used by the La Crosse ad, which will pay 8 per cent. on the whole cost, per annum, for twenty years. We shall hail the auspicious day that gives us this connection with our Northern neighbors. No railroad enterprize will be of greater advantage to them and to us, and we are happy to know that both parties are thoroughly aware of its importance."

GREAT WESTERN RAILROAD.

It appears from the last annual report of the Directors of the Great Western Railroad, which will connect with the Michigan Central railroad, at Windsor, opposite Detroit, that the actual expense which has been incurred, rendered it necessary to obtain an act of the Provincial Legislature, amending some of the provisions of the original charter, and conferring upon the Company power to increase its capital stock $6,000,000 to $8,000,000. The amount already expended is as follows—the account being made up to June last:

Total cost of construction	$2,926,188
Cost of Iron	1,088,894
Right of way	395,746
Engineering	181,980
Rolling stock and incidental expenses,	704,204
Total	$3,291,012

To meet the future expenditure, there was a balance on hand at that time, of $1,804,620.—The assets of the Company being:

Amount paid on shares	$3,371.653
Bonds convertible into shares on or before 1853	1,776,000
Bonds not convertible	850,000
Loan from Provincial Government	977,778
Premium on sale of Provincial Bonds,	122,222
Total	$7,095.653

Notwithstanding the expectations which from time to time have been created with reference to the opening of this road, it is not probable that, with the exception of the section between Hamilton and Niagara, and detached portions elsewhere, the line will be in working order during the present year, although it is confidently asserted that it will be completed by the first of January. The disappointment, however, is not owing to want of exertion or means hitherto at the disposal of the company, but to physical difficulties, which it has been found next to impossible to overcome, and which have caused an increase of expense, and a delay that could not have been anticipated. In the first place, Burlington hights, near Hamilton, had to be excavated under unfavorable circumstances, that part of the mountainous range through which the cut had to be made being composed of rubble stone either cemented or loose, and intermixed with earth, and "increased quantities of material," says the Engineer, in his last report, "required to be excavated and moved, caused by the large and combined slides of earth on the deep cutting, and the piling necessary to protect the foot of the slopes, and maintain the required width of the roadway, will enhance very much the cost of this work beyond all former estimates." He also adds that although the contractors have given the strongest assurances that the entire eastern division will be completed and ready for use in the month of November, yet he reiterates his opinion that these assurances will not be realized.

Near Dundas also about five miles from Hamilton, a large space has had to be filled in with earth and stone, brought in large quantities from the neighborhood, and which will not be in a condition for the laying of the rails for some time; and near Paris, about thirty miles from Hamilton, at a place called Mud Hollow, a deep morass or subterranean lake has impeded the progress of the work, having swallowed up all the earth and stones that were thrown into it, until at length the trees on upwards of thirty acres of land have been cut down and are being deposited for the purpose, as the Engineer states, of constructing an extensive platform of evergreen trees and brush, so interwoven with earth as to prevent the loss of material by its own displacement. This operation is still going on, but not succeeding very rapidly.

An effort has been made by Mr. Jackson, the contractor for the main trunk from Montreal to Toronto, to amalgamate the Great Western with the main trunk line, but which is strenously opposed by stockholders in Canada; and the directors have recently come out with an appeal to those in England, in order to prevent their acceeding to this proposition. That gentleman, on the other hand has threatened that unless the Great Western people comply with his proposal, he will carry freight from Port Sarnia to Toronto, free of charge; and it is understood he has made an offer to the stockholders in England to pay them one hundred and thirty pounds for every hundred of the stock which they own.—*Oswego Times.*

AURORA BRANCH RAILROAD, ILLINOIS.—We noticed the completion of this road, from its Junction with the Galena and Chicago Union to its Junction with the Central Military Tract, and Illinois Central roads, at the new town of Mendota.

The opening of this road was celebrated by a trip over its rails, a dinner at the Hardy House, *La Salle*, (which dinner seems to have given very little satisfaction, inasmuch as the only thing in abundance appears to have been the charges, viz: $1.00 each) speeches, toasts, &c., &c

Mendota is a point upon the Illinois Central road, where this company is erecting a number of buildings for the purpose of depots, repairs, &c., and is destined to be quite a place within a very short period. Such is the effect of railroads in Illinois.

BELLEVILLE AND MURPHYSBORO' RAILROAD.—The Sparta (Ill.) *Journal*, of the 5th, has the following:

THE SURVEY.—On last Wednesday evening the corps of engineers, engaged in surveying the route of the Belleville and Murphysboro' Railroad, returned to this place, having completed their labors. From what information we gathered from the gentlemen, we are of opinion that the route is even more favorable for the construction of a road than was expected. The entire distance from Belleville to the point where this road will intersect the great Central, is 71 miles. All that is now wanted is the amendment of the charter; as we understand that capitalists are ready to embark in the enterprize, as soon as this obstruction is removed. Hurry up the called session.

ST. LOUIS AND CINCINNATI RAILROAD.

A TRIP YESTERDAY,

Our St. Louis neighbors exult as follows over the first trip over the iron road, some two miles towards the East:

Yesterday the 11th day of November, was a bright day at St. Louis in more ways than one. The sun shone brightly above us all, and a genial spring temperature succeeded the raw and disagreeable weather of a few days previous. It was a fit day for inaugurating the enterprise of bright and hopeful augury for the city of St. Louis; and it was thus improved and marked in the calendar of time, to be hereafter historic, by the launching of the first locomotive on the track of the Western Division of the Ohio and Mississippi Railroad, and turning its front *Eastward*, and starting it under the pressure of steam at a true railroad pace towards the Queen City of the Ohio. It is true the course run was short—not more than a mile or two—but yet the deed was done! A St. Louis built locomotive, (from the shop of Palm & Robertson,) hitched to St. Louis made cars, (not fine passenger cars to be sure,) occupied by St. Louis citizens, turned the first wheel on a track over which it is destined to thunder for ages to come, whirling the travel and commerce of a continent in its lightning wake.

The occasion of yesterday was not formal or premeditated, and no invitations were given. The contractor had finished track enough to require the use of the engine in going ahead. He determined to commence running it yesterday, and a few citizens knowing the fact went over of their own accord to see the "beginning."—Col. John O'Fallon, the President of the road, was fitly there; Daniel D. Page, of a Banking House that has been a main stay in the prosecution of this fast work, was present. The contractors were represented by the presence of Mr. Sanger, who, in cloud and sunshine, has known only one course, and that was to move onward with his work. The builders of the locomotive were on hand, witnessing with an artisan's pride the motions of their handiwork, which was, to them, invested with almost personality, in the relationship of the created to the creator. Mr. J. H. Alexander, Secretary of the Company, was present, and quite a number of others, miscellaneously gathered in, among whom, we learn, was a contemporary of the Chicago press, Mr. Wilson, of the *Journal*.

These gentlemen made the first railroad trip through Illinoistown, and, we suppose, poured out such libations to Neptune as will forever appease the god of waters and cause him henceforth to restrain the floods that in times past have swept with such desolating effect over the streets now sacred to Vulcan.

Everything worked smoothly in the trial of the locomotive yesterday. The road has the broad gauge—six feet—and is as level as a floor. The engines will not run on such a road—they will *fly*. But for the delay of chairs for the rails the cars would have gone yesterday to Caseyville. The road will be completed to that place in a fortnight. And, —listen, citizens of St. Louis—before the first day of July next—probably by the first of April next—we will go *from St. Louis to Cincinnati in* 18 *hours' time!*

THE RAILROAD ENTERPRIZE.

Every theme has its leading thought. In the railroad enterprize, viewed from my stand point, the leading thought is revolution. Like every other enterprize of worth, it finds its origin in rude necessity—stern unrelenting necessity.

The campaigns of a Washington upon one Continent, and the conquests of a Napoleon upon the other, broke up the old foundations of thought—struck from its body the right arm of Absolutism—opened *fresh channels* of thought—gave birth to new incentives to action; stimulated by the poverty of desolating wars, the people were compelled to be *inventors* and *producers*. In this school men learned the science of self-preservation, of self-government.

Rising slowly from indigence to opulence, an inland commerce was created—an interchange of sentiment was fostered; the union of *these* aliments gave birth to the mammoth system of railroad communication. It is an interesting theme to contemplate, the influence this enterprize must exercise upon *labor, commerce, finance, morals.*

In setting forth the claims for reform in any department of human weal, it is well, sometimes, to place before the mind the ugliest features of the abuse. *Labor*, in itself, is well controlled in wisdom. It is even so with commerce, finance, morals. It is the *abuse* of a good thing that we aim to correct.

Labor, viewed from my plan of thought, is entitled to no milder appellation, than *crushed* labor. What thoughts crowd upon the mind as it sweeps over the earth, gliding into the hovels of penury—the cellars and the garrets of want, everywhere scattered up and down the earth. Now, in the cotton and woolen mills of starvation, and on the plantations of poverty—before me rise the haggard forms of millions—toil unrequited—struggling to keep soul and body united, for no ray of light peers through the darkness that lowers around their coffins. Liberty! a name, an empty bubble—tenants at will—tresspassers upon the soil that gave them birth—stinted in every comfort—minds darkened by vice and ignorance—hopes, struggling to be joyous, blighted—affections withered—spirits crushed—such is the tyranny over labor, in the zenith of the nineteenth century. Surely, "Man's inhumanity to man, makes countless thousands mourn."

Commerce, were it not exclusive, a monopoly, it were a noble theme! As it is, the slavery of the race—blasting its spiritual growth—dwarfing its body—benumbing its intellect—sending minds isolated, blind, staggering through life, with no clear perception of whence they came, or whither they are going.

Finance, in what channel is it now drifting? In the channel of unrighteous mammon. Disarming poverty of its rights—a scourge to honest industry—the promoter of war—a bone of contention in private and public life—sealer of the lips of honesty—breaking down the manhood of humanity—fostering a bubble life, encased in the mere shell of existence. *Soul!*—It has no soul. *Mind!*—What is mind? The wisdom of cause and effect. Then it has no mind, but that has its beginning and its ending in self.

The activity, the exigencies of these times, *must* give birth to men of pure minds, of high and heavenly purpose—thoughts expanded, ample as the wants of man.

The railroad enterprize will bear them in its arms from city to city, from state to state, from kingdom to kingdom, scattering broad cast the seeds of a better life, filled with better hopes. Men revolving upon a plan of thought above the world, though in the world, yet not subject to the world. Men sifted of selfishness, in the fiery trials of rugged experience—descending into the great heart of humanity, will stir up the latent energies of a sleeping divinity that throbs in the central chamber of every soul.

A terror they will be to evil doers. Revolution will mark the footsteps of these apostles of freedom. And the railroad enterprize will share the glory of moving onward the majesty of a higher, a holier enterprize, centered in a congress of nations, assembled to legislate for the highest *good* of every member of the race. *

NEW YORK AND ERIE RAILROAD.—Those who are accustomed to travel to New York over the Erie road, will be glad to read the following information, which we take from the *Tribune:*

On Monday next, the wide track from Patterson to Jersey City having been completed, the change of cars at the former place will be dispensed with, and passengers over the Erie route will be taken from Jersey City to Dunkirk or Buffalo on the wide gauge.

☞ The New York *Post* has been informed that only about $300,000 out of the $5,000,000 asked for by the Pennsylvania Railroad Company on their bonds, have been sold by Mr. John E. Thompson, the President of the Company, who went to England to sell the whole.

Communication.

For the Railroad Record.

PERMANENT TRACK LAYING.

MR. EDITOR:

Various experiments have been made to have a solid and smooth track. A correspondent in the *Railroad Record* thinks, that by laying blocks of stone, under cross-ties, it would make the track more permanent. This plan has been tried in England, and proved a failure. The American plan of timber is better; the stone is too rigid.

I would like to see a track laid upon the following principles; I have been endeavoring for some years to have it introduced.

In preparing the road-bed for the gravel, it ought to be rolled with a heavy roller, of a conical shape, having the center the least diameter, to allow the water to go off freely. Care should be taken to place the gravel evenly, by a gauge of the required depth; then lay down cross-ties, eighteen inches apart, of the shape of an equilateral triangle; the wedge like shape of ties, will press the gravel evenly at all points, and distribute the weight of the train evenly over the surface of the road-bed.

At this stage our India rubber friend could commence and lay on his sheet of India rubber on the cross-ties, under a longitudinal sill, which would give a continuous bearing to the rail.

If this plan were adopted, with other improvements, railroad traveling would become a luxury.

I would beg to add, that I have had a plan in contemplation for some time, of making roads without iron rails. This would be the most important time, in the railroad history of our country, to avail ourselves of anything that would tend to increase our public improvements, without incurring the vast expense of buying iron from abroad. My plan is simple and certain of success, if I can bring it before the public; but I know the difficulty that attends all such plans, as men are afraid of innovation.

I will call and exhibit my plan in your office.

Respectfully yours,

PUBLICOLA.

☞ The Hudson River Railroad Company is building a locomotive, to run from New York to Albany—144 miles—in two and a half hours, and carry along six passenger cars at that. It is being constructed at Springfield, and will be placed on the road during the coming winter. She weighs over 30 tons, has eight feet driving wheels, and cost $11,000. People who have seen her model, say she will be the most magnificent engine ever turned out in this country.

NEW INVENTION FOR BORING ARTESIAN WELLS.

BY FRANCIS F. CARROLL, OF BARNWELL, S. C.

We have recently seen in operation an invention by Dr. Francis F. Carroll, of Barnwell District, for boring Artesian Wells.

The invention consists in the application of two principles—first, that water, under certain circumstances, may be used to impart motion to the boring instrument, as steam does to the steam engine; and secondly, that a current of water rising from the bottom of the well will bring up all the debris formed in operating, as sand is brought up in certain springs. To do this, a force pump, worked on the surface by any convenient power, communicates by means of a hose extending into the well, and attached to the machine or boring instrument. The machine is a water engine, somewhat analogous to the Nasmyth steam-hammer. Its parts are so constructed, that it can be made small enough to operate with sufficient power in a bore of only two and a half inches in diameter; a cylinder, piston, valves, &c., constitute its working portion; by the action of which, as soon as the pumping is commenced at the surface, a heavy weight or iron mallet is alternately lifted and struck upon chisels, which by the blow, cut into the earth or rock. These chisels are not fixed, but make part of a revolution at each stroke, and bring under their action whatever is to be operated on, thus ensuring circularity of bore. In order that the debris continually forming should be removed, the waste water used in giving motion to the machine is discharged at the very bottom of the well, immediately where the chisels act, and in its course in escaping upwards washes out the well, and keeps it continually cleaned. A bucket is also provided to catch whatever is too heavy to be washed out. Whenever the operator desires a more rapid current than is produced by the waste water used in simply working the machine, by the simplest means, however deep in the earth the machine may be, he is enabled to stop its action, and blow off the water upon the debris. He can also immediately detect whenever any obstruction may have happened to his instrument.

This machine can readily make from a hundred to a hundred and fifty strokes per minute, a rapidity of motion impossible to be performed by any other operation. By the use of a hose attached to the chisels, the incalculable delay attending the employment of rods is entirely got rid of; and by the aid of a windlass, the instrument can be lifted or lowered into the well with the greatest dispatch; independently of other circumstances, the inventor claims for this machine advantages superior to the present mode of boring Artesian Wells.

From a careful examination of it, at several trials, we are convinced of its utility. In its first use Dr. Carroll must, as a matter of course, expect to encounter some difficulties, but these will certainly prove remediable, and we predict for the machine a success as certain, as its invention has been ingenious and praiseworthy.—*Charleston Mercury.*

SAVANNAH AND CHARLESTON RAILROAD.—Under the resolution adopted by the Charleston and Savannah Railroad Convention on the 9th inst., a committee of gentlemen were appointed to memorialize the Legislatures of Georgia and South Carolina, for the charter of a railroad to connect the cities of Savannah and Charleston, by the shortest practicable route, and also to take measures for having the routes in question surveyed immediately.

RULE IN THE EXECUTIVE DEPARTMENT AT WASHINGTON.—It should be generally known that any document which contains writing over an erasure made with a knife, or in any other manner, by which the word or words originally there, are prevented from being understood, is deemed invalid, until satisfactory explanation shall have been made, and nothing except positive legal testimony is taken for such explanation. Those sending papers to the departments here should, therefore, be careful not to have them blotched, erased, or otherwise disfigured, unless fully accounted for when presented.

LIFE AND DEATH IN THE OLD WORLD.—According to the Sixth Annual Report of the Registrar-General of Great Britain, the relative mortality in the countries named is as follows:

England	22	deaths annually to	1,000	living.
France	24	"	1,000	"
Prussia	27	"	1,000	"
Austria	30	"	1,000	"
Russia	36	"	1,000	"

OIL CUPS.—An improvement in self-acting oil cups for steam engines, has been made by David Clark, of Philadelphia, who has taken measures to secure a patent. The oil cup has an opening at its bottom, in which a conical double stem valve works, which is opened by the steam to allow a certain quantity of oil to be fed in at regular intervals, by the letting on and shutting off of the steam.

☞ The Indiana and Illinois Central road have a subscription of $819,000 of stock, and strong assurances of a large increase along the line. The entire work has been let to Story and Co., of New York, at $22,000 per mile, to be completed by the 1st of December, 1855. This road will pass through an excellent portion of Indiana and Illinois, and connect the capitals of these two States.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104¾	105¼
Do do	2d "			93¾	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7			
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		80	85
Columbus and Xenia	50	118	120
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	68	70
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25	70	85
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami			
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	65	70
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	86	88
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	90	92
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie			
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	70	73
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	82½	85
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110¼
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	60	65
New York and Erie	100	74	75
Northern Indiana		123	125
Ohio Central	50	90	95
Ohio and Indiana		65	75
Ohio and Mississippi	50	90	92½
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50		
Virginia Central			

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject.

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	¾prem	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾prem	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	½ to 1 ₱ ct.	discount.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ₱ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$185
80 acre warrants	90	92
40 acre warrants	45	47

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, November 26, 1853.

10 shares	Little Miami Railroad Stock	120 00
15 "	Do. do.	withdrawn.
30 "	Cincinnati, Hamilton & Dayton Railroad Stock	passed.
28 "	Do. do. do. bid	106 50
100 "	New Albany and Salem R. R. Stock.	50 00
42 "	Covington and Lexington Railroad Stock, bid	65 00
200 "	Eaton and Hamilton Railroad Stock.	no bid.
75 "	Lawrenceburgh and Upper Mississippi Railroad Stock	no bid.
190 "	Peru and Indianapolis R. R. Stock	passed.
190 "	Do. do. do.	passed.
136 "	Indianapolis and Bellefontaine R. R. Stock	no bid.
50 "	Little Miami Railroad Stock	passed.
75 "	Indiana Central Railroad Stock	no bid.
125 "	Mad River and Lake Erie R. R. Stock, bid	81 25
100 "	Do. do. do.	passed.
100 "	Merchants and Manufacturing Insurance Stock	no bid.
20 "	Kentucky Trust Co. Bank Stock	no bid.
50 "	Dayton and Western R. R. Stock	no bid.
30 "	Cleveland and Pittsburgh R. R. stock	no bid.

November 30, 1853.

10 shares	Kentucky Trust Co. Bank Stock, bid	99 50
7 "	Cincinnati, Hamilton and Dayton Railroad Stock, bid	105 75
20 "	Do. da. do.	passed.
14 "	New Albany and Salem R. R. Stock, bid	55 00
25 "	Covington and Lexington Railroad Stock, bid	67 25
36 "	Indianapolis and Bellefontaine Railroad Stock	no bid.
50 "	Indiana Central Railroad Stock	no bid.
15 "	Little Miami Railroad Stock, dividend to purchaser, bid	118 50
50 "	Mad River and Lake Erie Railroad Stock, bid	80 00
72 "	Eaton and Hamilton R. R. Stock, interest from 2d July, to purchaser	55 00
29 "	Cincinnati and Hillsboro' Railroad Stock, with $135 interest to purchaser, bid	65 25
20 "	Lawrenceburgh and Upper Mississippi Railroad Stock, interest from Aug. 6, 1853, to purchaser	68 00
10 "	Columbus, Piqua and Indiana Railroad Stock, interest from July 7th, 1853, to purchaser	no bid.
120 "	Peru and Indianpolis Railroad Stock,	no bid.
42 "	Covington and Lexington Railroad Stock	passed.
90 "	New Albany and Salem R. R. Stock	passed.
6 "	Indiana Central Railroad Stock—purchaser pays interest	no bid.
10 "	Little Miami R. R. stock—purchaser gets dividend	passed.
48 "	Greenville and Miami R. R. Stock	no bid.
5 "	Jeffersonville Railroad Co. Stock	no bid.

MONETARY.

We are pleased to note a much easier feeling in the Money Market at the East. Money is abundant, distrust is passing away, and confidence is being restored.

Interest is falling rapidly; Call loans being made at 5@7 per cent.; number one short paper is sold at 7@8, long paper, 8@10. The banks are discounting freely at 7 per cent., and even less.

The rumor of defalcations of some officers of the New York City Banks has proved not only false, but groundless. No defalcations having occurred.

In Stocks, we notice a very visible improvement. Western Stocks have advanced from 5 to 8 per cent. over the rates of the previous week.

Foreign Exchange rates at 109½ to 109¾, for best names.

At the West, we can make no alteration in our previous quotations for money—the market being short of the demand.

In Stocks we quote an improvement, to a small extent. Holders are more firm, though buyers do not yet seem to be willing to accede to the present asking rates. At the sales on Saturday last, 100 shares of New Albany and Salem Railroad Stock, to close the concern, were sold at 50 cents on the dollar, though evidently worth much more; but the sale was peremptory, and afforded a fine opportunity for making a good operation to the purchaser.

Eastern Exchange rates ¾@1 per cent. premium.

FORT WAYNE AND MISSISSIPPI RAILROAD.—From a communication of L. N. Bozarth, Esq., to the Fulton *Flag*, we learn that the joint Board of Directors of the Fort Wayne, Lacon and Platte Valley Air Line road, placed the whole line of said road, from Fort Wayne to Council Bluffs, under contract on the 12th inst., at their meeting at Lacon. The contractors are Messrs. Burt & Co., of Cincinnati; and the price is considered reasonable, considering the high wages and the situation of the money market. The contractors are to receive one-third cash, one-third stock in the road, and one-third in bonds. The work to be commenced in ninety days from the date of the contract, and to be finished from Fort Wayne to Rensselaer in twenty-six months from the time of commencing the work, and from Lacon to the Illinois Central road, a distance of about twenty miles, in nine months. From New Boston to the Military Tract road in twenty-four months, and forty miles on each end of the Iowa division in twenty-four months, and the whole line finished within five years.

MILLWAUKEE AND HORICON RAILROAD.—We are informed, says the Milwaukee *News*, that the commissioners of this company met on Saturday morning in this city, for the purpose of receiving subscripion. Fifty thousand dollars, the amount necessary to organize the company, were subscribed. Directors will be elected as soon as practicable, to complete the organization.

☞ An application is now before the Grand Jury of Erie Co., Pa., to authorize the County Commissioners to subscribe $150,000 to the Pittsburgh and Erie Railroad. It is thought that with this subscription sufficient stock can be procured to build the road.

Miscellaneous.

ON THE RISING OF WATERS IN SPRINGS IMMEDIATELY BEFORE RAIN.

My attention was particularly called to this phenomenon during the close of the summer of 1852, while residing a few weeks in Rutland, amid the highlands of Vermont. In the western portion of the town is a lofty hill, rising to the hight of about four hundred feet above the Otter Creek valley. Near the summit of the hill a small spring bursts forth, whose waters are conveyed in wooden pipes to the barnyards of two farm houses situated on the slope of the hill; the first being about one-fourth of a mile distant from the spring, and the second nearly one-third of a mile. At the latter house I resided. The waters of the spring are not abundant, and during the summer months frequently fail to supply the aqueduct. Such was the state of the spring when I arrived at Rutland; for the summer had been extremely dry, the brooks were unusually low, and the drought had prevailed so long that even the famed Green Mountains had, in many places, began to wear a russet livery. The drought continued, not a drop of rain falling, when one morning a servant, coming in from the barnyard, affirmed that we should soon have rain, as the water was now flowing in the aqueduct, the spring having risen several inches. The prediction was verified, for within two or three days rain fell to a considerable depth.

In a short time the spring again sunk low, and ceased to supply the aqueduct; but one cloudless morning, when there were no visible indications of rain, its waters once more rose, flowing through the entire length of the aqueduct, and ere twenty-four hours had elapsed, another rain was pouring down. On inquiry it was ascertained from the residents in the vicinity, that the phenomenon was one of ordinary occurrence, and that for the last twenty years the approach of rain was expected by the rising of the spring.

Interested by these facts I sought for others of a like nature, and requested through the public prints information on this subject from all who happened to possess it, and also upon collateral points which were conceived to have important relations to this phenomenon. I was rewarded by the knowledge of only one additional instance, existing in Concord, Massachusetts, where a spring that supplies a certain brook is said to rise perceptibly before a storm. Mr. Wm. Munroe, who lives near the stream, kindly offered the following information, which is given below in nearly his own words:—"Although I have frequently been informed that the Dodge's brook, (so called) after a dry time, and when no water had run for some days, would begin again to run when the clouds threatened rain, but before a drop had fallen; yet I cannot say that I have ever taken much pains to investigate the fact. However, I perfectly reccollect being at one time near the brook when there had been a long drought. The clouds threatened rain very soon—not a drop of water had run into the brook for some days—not a drop had fallen from the clouds, and no rain had occurred in the vicinity. The course of the brook is across the road, I was standing in the road watching the brook, and then saw a small stream in its bed flowing towards the river, which is about fifteen rods distant from the road; the spring that supplies the brook is situated about half a mile from the river, and is sometimes so powerful that I have known the brook to overflow the road for the space of several rods; I cannot say that it is an established fact that the brook always rises before a rain, but I have good reason to suppose that it does." The preceding statements in respect to Dodge's brook are corroborated by the son of Mr. Munroe, who writes thus:—The subject has not, so far as we are aware, fallen under the notice of any close observer of the facts you inquire about, the most that is known being this—that the bed of the brook, during a long drought, having become dry, the stream is known to start again before a rain, and the belief is that rain is to be looked for immediately on the appearance of Dodge's brook." The cause of the phenomenon has been attributed by some to the fall of rain at the distant sources of the spring a short time previous to their descent in the vicinity of the spring itself; but this view is doubtless erroneous, since it is altogether improbable that rain should fall at two distant localities, year after year, with the same constant period of time between them, and that this interval should be such as to insure that water falling at the first locality should always arrive through subterranean channels at the second before the rain commenced. I have not been able to ascertain the state of the barometer, either at Rutland or Concord, at the times when the phenomenon in question occurs; nevertheless, I believe that the true solution will be found in the diminished atmospheric pressure which exists before a rain. The waters of a spring remain at any given level, because the atmospheric and hydrostatic pressures combined exactly counterbalance the upward force of the jet. The spring will, therefore, rise either when the force of the jet is increased while the atmospheric pressure continues the same, or when the latter is diminished while the former remains constant; and the elevation is greatest of all when the decrease in the pressure of the atmosphere occurs simultaneously with an increase in the strength of the jet. The rising of the water in the instances related, cannot I think, in view of the facts detailed, be fairly attributed to any sudden augmentation of force in the current of the spring, but it is to be regarded as the result of diminished atmospheric pressure, occurring at the particular times, in perfect accordance with known meteorological laws. I am not aware that it has yet been ascertained whether this phenomenon is local or general. If the latter should be found true, and the explanation given correct, we arrive at the curious discovery that the springs and fountains of the earth are natural barometers, whose indications may perhaps be worthy of notice in future physical investigations.—*Annals of Science.*

An Important Invention.—A patent has been taken out by a French gentleman for the application of electricity in the process of weaving silk and other fabrics, which may prove a great saving, where the pattern is of an elaborate character. The treadle of the weaver lifts the threads and connects the extremity of each, by means of copper wire, with a current of electricity either positive or negative at will, and the result is that some of the threads remain suspended, and others descend, according as the current is directed. To direct the electricity, a series of points are arranged in a line like the teeth of a comb, each point communicating with an electro-magnet. The weaver will pass underneath these points the design, traced in varnish on a cylinder, or on a metallic leaf, in communication with the battery. The current will pass only where the varnish is wanting, and the current will remain suspended, by that means producing the design.

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Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the Railrod Record Office will secure prompt attention.

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THE attention of Railway Managers and others is respectfully called to this great improvement in

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As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

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7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

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The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

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BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
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Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

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The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

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2000 MEN WANTED

On the Mississippi Central Railroad.

APPLY TO

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NOTICE TO CONTRACTORS.

Covington and Ohio Railroad.

PROPOSALS will be received at the office of the Covington and Ohio Railroad in Covington, until the 15th of December next, for the Graduation and Masonry of about seventy-five miles of the above road; of which the eastern portion, comprising fifty miles, lies next west of Covington, and the western, portion consisting of about twenty-five miles, lies between the Kanawha river and the mouth of Big Sandy. A large share of the work to be let—including Bridging and Tunnelling, is heavy and desirable, and well worthy the attention of responsible Contractors The western sections of the above work are now ready for examination, and the eastern portion will be prepared for inspection by the 8th of December.

Further information may be obtained on application at the Company's offices, at Guyandotte and Covington.

By order of the Board.

CHARLES B. FISK Chief Engineer.

N. B.—The Board of public works of Virginia, under whose direction the Covington and Ohio Railroad is to be constructed, on state account, will meet at Covington on the 15th of December, above named, for the purpose of receiving and acting on the proposals which may then be offered.

November 15, 1853.

Dec 1,-tt

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Mississippi Central Railroad.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the Mississippi Central Railroad, in Holly Springs, Miss., until November 15th, for Clearing, Grubbing, Grading, and furnishing the Cross-ties, between Tennessee State line and Holly Springs, (21 miles.) Plans, Specifications, and Profiles may be seen at Holly Springs after the 10th of November.

PROPOSALS

Will be received at Grenada, until 1 o'clock, P. M. of Wednesday, December 7th, for the work between Water Valley and Grenada, (30 miles.) Plans, Specifications, and Profiles may be seen at Grenada after 1st December.

PROPOSALS

Will also be received at Canton until 1 o'clock, P. M. of Wednesday, December 14th, for the work between Canton and Big Black, (12 miles.) Plans and Profiles may be seen at Canton, after 10th of December.

The work will be divided into sections of about one mile each, and proposals will be received for each item separately, or for the whole work, on one or more sections.

HEALY, HOLMAN, SIMS & CO.

Oct. 26, 1853. nov17-3t

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Address P. P., X. Y., this office.

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☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

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July 7th†

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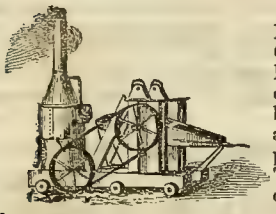
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G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

HENRY TANNER vs. *The Hudson River Railroad Company.* } Circuit Court of the United States for the Northern District of New York.

THIS was a suit brought by the plaintiff for an alleged infringement of letters patent granted to him as assignee of the inventors, L. H. THOMPSON and A. G. BACHELDER: 'for an improved Railroad Brake,' by the use on the said road, of brakes made on plans, alleged to have been invented by NEHEMIAH HODGE and also by F. A. STEPHENS and purchased by the said defendants, from the said Hodge & Stephens and also for use of the plan as patented to said Tanner.

The suit was noticed for trial at the October term of 1853, and put over the term by the motion of Defendant's counsel by paying the costs of the term.

And thereafter the Defendant's counsel made overtures for a settlement which resulted in the defendant's acknowledging the validity of plaintiff's patent, the infringement of the said patent by the use of double acting brakes on the plan of the said patents and the Company paying to the said plaintiff for the right to use the said invention and for the withdrawal of said suit the sum of ONE THOUSAND DOLLARS and cost.

Having read the above I do certify to the correctness of the statements therein contained.

October 25th, 1853.

THOMAS M. NORTH,
Secretary and Attorney of the Hudson River R. R. Co.

New York October 26th, 1853,

This is to certify that I was of Counsel for the plaintiff in the above entitled cause, that the suit was brought for the recovery of damages from the Hudson River Railroad Company for the use on their cars of brakes. made on the plans described in the patents granted to Charles B. Tanner on the 14th, of Nov. 1848, to Nehemiah Hodge on the 2d, of October 1849, and to F. A. Stephens on the 25th, of November 1851. That in preparing for the trial of the above entitled cause I made a careful examination of all the facts, given in the notice of defence and became satisfied that Thompson and Bachelder, from whom Tanner derived title, were the original and first inventors of the Double acting Brake covered by the plaintiff's patent and that the Brakes of Tanner, of Hodge, and of Stephens, are infringements of the said Tanner's patent. CHS. M KELLER.

nov24-4t

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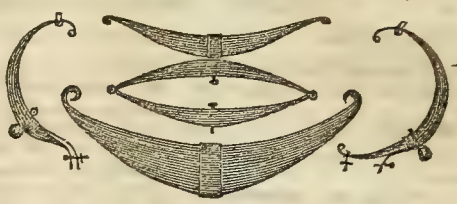
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†May 19.

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P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

oc20 H. H. GOODMAN, Sec'y.

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THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

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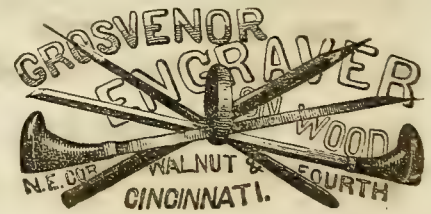
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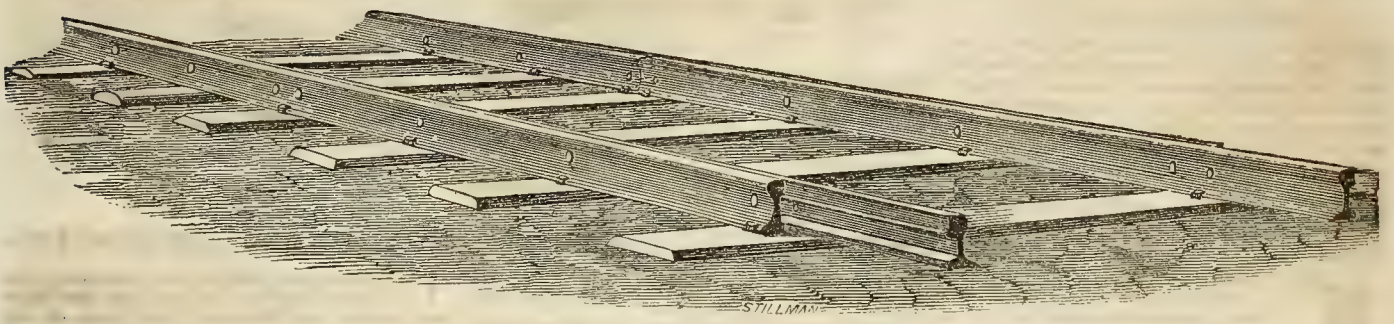
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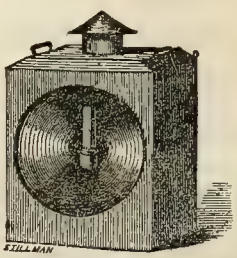
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o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,

†mr24] 9 and 11 West Second St., Cincinnati

RAILROAD GOODS.

500 DOZ. Shovels, superior quality.
150 doz. Picks and Mattocks.

75 Coils Manilla and Cotton Rope, assorted ½, ⅝, ¾, ⅞, 1, 1¼, and 1 inches diameter.

ALSO—Cast Steel, Sledge and Mason's Hammers, Anvils, Vices, Ball Drills, Log and Coil Chain, Spike Malls, Crowbars, Blocks and Pullies Stocks and Dies. For sale by

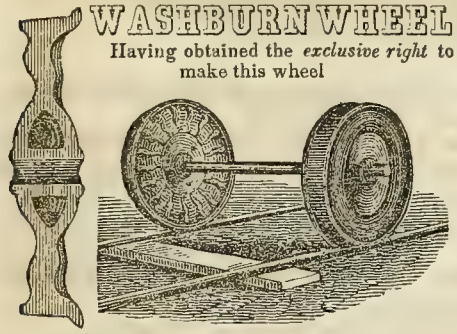
MEAD, SELDEN & CO.

†je2 No. 15 Pearl Street, Cincinnati.

FUL ON C R WORAS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,
THE COMPOSITES,
THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

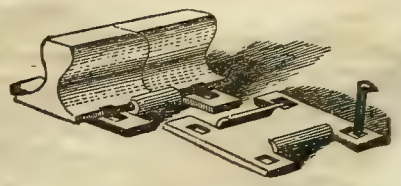
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

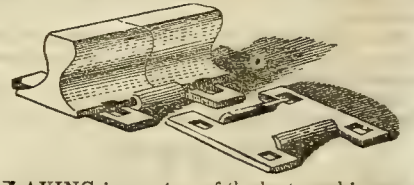
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron. Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ½ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over $250,000, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL R. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

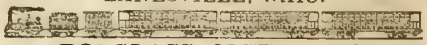
PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

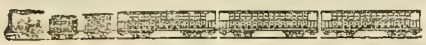
A. G CONOVER, Sup't
Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 We Second St., Cincinnati.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield..... 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
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From Cincinnati to Pittsburgh via Cleveland..... 9 00
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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

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For Terms and list of Agents, see last column last page.

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RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing all the railroads constructing completed or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections &c. of each line, all laid down accurately, by a competent hand.

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Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the Railrod Record Office will secure prompt attention.

IRON MINES, AND IRON TRADE OF OHIO AND CINCINNATI.

The production and manufacture of iron is of immense importance to any country, or state. It is specially important that iron mines should be near any large town, like Philadelphia, Cincinnati, or St. Louis, which must depend chiefly on a trade with the interior—always largely increased by a capacity to manufacture iron articles of all sorts. Of the great advantage Cincinnati has derived from this source, we gave one example, in our last number but one, in the manufacture of marbleized mantels by Horton and Macy.

We shall not exaggerate, when we say that in Cincinnati, and its suburbs, there are not less than *sixty iron factories* of the largest sort—which, with their dependent work-shops, give employment to full *five thousand operatives.*

This immense development of the iron manufacture has arisen chiefly from the nearness and excellence of the Ohio Iron Mines. This fact also insures the continuance and extension of this kind of industry far beyond its present limits. It is also quite sure to result in raising up large towns, in the mineral region, where coal, iron, and stone, lie contiguous to each other. We have an example of this in the rapid growth of Ironton, which is only one of many towns, which will grow up to magnitude and prosperity in the same region, as time and capital develop the mineral resources of that section. As the iron business has risen to so much importance, and is so intimately connected with railroad traffic, it may be interesting to give an outline of the Iron Mines, and Iron business of Ohio.

The iron ore of Ohio is found almost entirely east of the Scioto, and occasionally in the form of bog ore, in the north. The principal depositories are in the counties of Adams, Scioto, Lawrence, Jackson, Vinton, Hocking, Gallia, Athens, Muskingum, Licking, and in the same geological section continued to the Lake. The *furnaces* are found almost entirely in Adams, Scioto, Lawrence, Jackson and Gallia. One has recently been built in Hocking, and one on the edge of Athens.

The Iron works, and Iron produce of Ohio, are:

PIG IRON.

Furnaces	35
Tons of Iron Ore used	140,610
" Pig Iron made	52,658
Bushels of Coal consumed	605,000
" Coke and Charcoal	5,428,800
Operatives employed	2,415
Capital invested	$1,600,000
Value of Products (in 1853)	$2,000,000

In the production of Pig Iron, Ohio is the *second* state in the Union, being next to Pennsylvania. Pennsylvania produces *half* the Pig Iron of the United States, and Ohio about *one-tenth.*

IRON CASTINGS.

Factories	183
Pig Metal, Iron, and Ore used	tons, 41,000
Castings made	" 38,000
Coal consumed	bush. 840.000
Coke and Charcoal	" 355,120
Operatives employed	2,758
Capital employed	$2,000.000
Value of products	$3,200,000

WROUGHT IRON.

Factories	11
Pig Metal used	tons, 13,675
Blooms	" 2,900
Coal consumed	bush. 600,000
Coke and Charcoal	" 466,900
Operatives employed	708
Wrought Iron produced	tons, 14,416
Capital invested	$700,000
Value of products	$1.500,000

In the manufacture of castings, Ohio is the *third* state; and in wrought iron the sixth. The establishments for the manufacture of castings are *one-seventh* in number of those in the Union. The following general view will give the *relative* standing of the principal states in the manufacture of iron:

	Iron Works.	Value of Products.
Pennsylvania	631	$20,327,000
New York	401	7,941,000
Ohio	229	6,700,000
Virginia	122	2,450,000
New Jersey	108	1,975,000
Tennessee	81	1,610,000

These states produce more than two-thirds the iron ore and iron manufactures of the United States. Both Tennessee and Kentucky are destined to produce and manufacture an immense amount of iron; but, at

present, Ohio is much ahead in that department of industry, and has raw material to supply her manufactures for generations to come. It is destined to enter very largely into the business and construction of railroads. It is a very extraordinary thing, that in view of the very great superiority of American iron rails in wear, that our Railroad Companies have not obtained more at home. The system of buying iron for bonds will prove a very bad one, if it diverts the support which ought to have been given to American industry into foreign channels. We undertake to say, that if the English did not sell their iron for bonds on a very long credit, they would not have been able to sell one-fifth the amount which has been brought to this country.

Having given an aggregate view of Ohio iron manufactures, it may be well to note its *growth*. This is quite extraordinary. The comparisons of results, under the censuses of 1840 and 1850, were:

	1840.	1850.
Iron Works	92	229
Operatives	2,581	5,881
Value of products	$3,421,000	$6,700,000

This comparison shows that in the aggregate, the iron business of Ohio increased 100 per cent. in ten years. From the aspects of business in the last three years, we may safely anticipate that it will increase yet more rapidly in time to come.

Looking specially to Cincinnati, we find here an immense and rapidly increasing iron manufacture. As the pig metal and bloom brought to Cincinnati, with much of the iron bar, is used in various manufacture, the annual imports of iron from the iron region is a fair test of the progress of iron manufacture and consumption. Here we extract the following return of iron imports into Cincinnati from the "Price Current:"

	1848-9.	1852-3.
Iron—tons	1,768	14,124
" pieces	187,864	294,001
" bundles	29,889	66,131
" pigs tons	15,602	30,171

We then find that, in the short space of *four years*, the import and manufacture of iron in Cincinnati has increased at least 150 per cent. We discover further, that while, at the present time, about 55,000 tons of iron are produced in Ohio, 44,000 tons are imported into Cincinnati. A part of this import comes from Kentucky, Pennsylvania, and Tennessee; but much the larger part from Ohio. It is, therefore, very evident that Cincinnati is the great market and manufacture for Ohio iron; and indeed for that of Upper Kentucky. At the very point in the Ohio Valley, which is left out of the coal and iron seams—as if to depend solely on agricultural products—she has, by virtue of steam communication and her own enterprize, become the very best point, and actual center of all those branches of industry which depend upon coal and iron to develop. She has put *her long arms* into every mine and every granary, supplying herself with material and food, which genius, enterprize, and industry, have converted into the elements of wealth and prosperity.

Railroads.

THE CLINTON, FORT WAYNE, LACON, AND PLATTE RIVER AIR LINE ACROSS THE CONTINENT.

By the union of different companies, an Air Line Railroad is now constructing from the New York and Erie Railroad to Council Bluffs, at which point, it is supposed, it will connect with the Government and Pacific Railroad. A statement and map of this line we find in the *Independent Register*, published at Hudson, Ohio. From that we take the following particulars:

1st.—The Pittsburgh and Erie Company are to make, and have let, the line from the New York and Erie Railroad to the Ohio State Line, and the work is now under way.

2d.—The Clinton Railroad, from the Ohio State Line to Hudson, is now also in course of construction.

3d.—The Clinton Line Extension Company have let the line to Tiffin, (Seneca Co.) Ohio.

4th.—The Tiffin and Fort Wayne Link is to be let on the 6th of December.

5th.—Next, in order of time, the Fort Wayne, Lacon and Platte River Company, have let their great work, a distance of 568 miles, in circumstances and on terms that give promise of a vigorous prosecution and early completion of the whole line. A large portion of the cash funds required by the contract has been already secured; and we learn that the amount is greatly to be swelled by county subscriptions. One million, the Oskaloosa *Herald* says, will immediately be subscribed by counties in Iowa; Pottawatomie, the westernmost county lying on the Missouri, having led off with a subscription of $100,000.

This is the part of which the construction has been undertaken by our townsmen McLean, Burt & Co.

Thus this whole chain is provided for, from the Atlantic far on towards the Pacific. It is a most remarkable chain of road for directness, and levelness. Its greatest divergence to the north, from an air line, taking New York City and Council Bluffs as termini, is less than 30 miles by one surveyed route, which, it is believed, will be reduced to near twenty or below, while its divergence to the south will not reach ten miles at any point. The surveys show an aggregate of ascent and descent vastly less than any other line, actual or projected, between the east and the west.

This ronte is undoubtedly a good one, and we wish our friends all possible success and prosperity. At the same, they should not say that Cincinnati and St. Louis can be connected with New York and Philadelphia, by *this* trunk line, shorter than by any other route. *That* is not in the nature of things possible. The great arterial line of the Ohio Valley is that by which the trade of Cincinnati, Louisville, and St. Louis, must always be carried. This need not, however, discourage any other enterprizes, which can find a solid support in their own sections of country.

SAFETY OF RAILROAD PASSENGERS—NEW JERSEY RAILROAD.

The New Jersey Railroad has been in operation about fifteen years, with eminent success. Sometime last summer, at a meeting of the Stockholders, a testimonial of their approbation was voted to John P. Jackson, Esq., a Director and Superintendent, to whose talents, care, and vigilance their success was chiefly due. Mr. Jackson, in an address to the meeting, giving a history of the road and its operations, stated that *thirteen millions* of passengers had been transported upon it, and yet *no loss of life or limb* had occurred to any one! This is unquestionably the highest testimony which could be given to the good conduct of the company, its officers, and servants.

It is remarkable that the least number of accidents have occurred where there are most passengers. Thus, on the Hudson River Railroad, very few accidents have happened, and yet that road carries millions of passengers annually. This fact is proof positive that accidents *can* be prevented, and that the means of prevention are simply a good road, and sufficient care.

HEMPFIELD RAILROAD.—The election for Directors of the Hempfield Railroad Company, which took place at Washington, Pennsylvania, on Monday, resulted in the choice of the following gentlemen:—R. T. Conrad, Daniel Deal, Philadelphia; Hugh Brady, Westmoreland Co., Pa.; Collins Reed, Wm. McKennan, Washington, Pa.; I. W. Mitchell, James Paull, Wheeling.

R. T. Conrad, Esq., was re-elected President.

PANAMA RAILROAD.—The railroad is progressing finely. Passengers leaving here on the 5th December, will be transported in cars from Aspinwall to Matachine. The river navigation will, by that time, be done away with by the completion of the bridge at Barbacoas.

LA CROSSE AND MILWAUKEE RAILROAD.

We give below a portion of a communication of the agent of this company to the Board of Directors, detailing the facts of his progress in securing "aid and comfort" for the construction of the road, from which it is fully apparent, notwithstanding the "troublous monetary times," that the means can be found to complete the road without going abroad to look for it. Mr. Clinton, in this communication, is speaking of a meeting held at La Crosse, and what he told the people, viz:

"That the great object which the Board of Directors have in view is, to build in the best manner, in the shortest period of time consistent with an economical expenditure of means, a first-rate railroad from Lake Michigan to the Mississippi river. That the work had been most auspiciously commenced upon the eastern division, under a contract with Messrs. Bradley, Whittemore & Co., who are to complete the road from Milwaukee to the Wisconsin river next year. That the means relied upon for the construction of the road, are not funds borrowed of Eastern Bankers, temporary loans upon the credit of the company; but *capital*—means actually furnished by the stockholders themselves; bonds and mortgages upon farms and homesteads—that class of securities of all others most available, because most eagerly sought for by careful capitalists in troublous monetary times. That in addition to the cash subscriptions, payable by instalments, nearly six hundred thousand dollars of capital stock of the company taken by farmers along the line, have been fully provided for as above stated, and the amount is increasing constantly. That the city of Milwaukee had pledged its bonds in aid of the enterprize, to the amount of two hundred thousand dollars, which the Directors will call for hereafter, in case the wants of the company or convenience shall require; and that nothing is wanting to insure at La Crosse the arrival of the iron horse from Milwaukee within two years from the completion of the eastern division, but the same spirit and promptness in sustaining the action of the Board, by the people of La Crosse and Adams counties as has been evinced by those of Columbia, Dodge, Washington and Milwaukee.

"I then submitted to the meeting the general question, whether they would pledge their county in its municipal capacity for $300,000, *and no mistake*, which was responded to affirmatively by the spontaneous rising of the whole house.

"The meeting adjourned in the best of feeling, all apparently better satisfied with themselves than when they came together, and on the day following the sincerity of the popular pledge was attested by a list of subscribers for 480 shares of stock, amounting to $48,000. After such a beginning, as you may infer, we had not much difficulty in going forward. We visited Pierce, Sparta, Leon, &c., on Wednesday and Thursday, returning to La Crosse on Friday; met the citizens again in the evening, and the next day closed our labors at that place with a subscription, bona fide and reliable, of over $108,000.

"On Monday, the 31st ult., we bade an exceeding friendly farewell to our La Crosse friends, and retracing our steps, arrived at Seven Mile Creek, in Adams county, on Wednesday—held a meeting there in the evening—reported progress and prospects of the road there, and received the pledge of Adams county, expressed by the vote of a very full meeting, for the sum of $100,000, and on next day a cash subscription by able individuals of $5,200.

"By the foregoing, it will be seen that above half a million of dollars may be relied upon for the construction of the western division of our road, and through other agencies established there, which will be immediately exercised, I have no doubt the amount will be raised to $600,000.

"Owing to other prior engagements my time was so limited, that I could not visit the Barraboo valley—but was informed from reliable sources, that it a feasible route could be found through that valley, (of which they entertain no doubt,) an amount of stock, both real estate securities, and payable by instalments, could and would be taken equal at least to the amount obtained, or to be obtained in the La Crosse and Lemonweir vallies—and of this probability I entertain no doubt myself.

"Your agent feels safe in saying, that however prompt we may act in putting the remaining part of the work under contract, and in pushing it to completion, we shall find our friends in the western part of the state equally prompt and true in furnishing the entire means for grading the road, furnishing the cross-ties, and laying the track.

"From personal observation of the country through which we passed, I am clearly of opinion that, notwithstanding its remoteness from the more densely populated portion of the state, the cost of the road will not exceed that of the eastern division; and although it should be even somewhat greater, I am prepared to recommend with all my powers of persuasion, that so soon as it can be let to responsible and suitable parties on terms of payment consistent with the means of the company, a contract be entered into for the construction of the western division of the road.

I am, gentlemen, your fellow-laborer
and obedient servant,
E. D. CLINTON."

Milwaukee, Nov. 10, 1853.

LOCOMOTIVES.

We have received from Messrs. R. Norris and Son, locomotive builders, at Philadelphia, engravings of three different styles of passenger and freight engines, manufactured by them, which we have suspended in our office for the inspection of parties interested.

Messrs. Norris & Son are well known as manufacturers of some of the best engines in the world. We commend them to the attention of such as are in need of Eastern made engines.

Messrs. MOORE, RICHARDSON & Co., late Harkness & Co., of our own city, are prepared to receive and execute orders for any style of locomotives, finished in the best and most complete manner, at prices that cannot but be satisfactory, We refer those in want of locomotives to our advertising columns.

The Cincinnati *Gazette*, of Monday, 5th inst., says:—Locomotive building in this city employs a great deal of labor and capital. In one of the establishments alone, we observe 37 locomotives under contract. Yesterday, was shipped on board a flat-boat, to be shipped to Lawrenceburgh, for the Ohio and Mississippi Railroad, one of four large engines being constructed here for that road. This is the first wide gauge, six foot gauge engine built West, and has its cylinders parallel with the shafts. In the same shop, there are in course of construction eight locomotives for the Zanesville and Wilmington roads, two of which are six drivers, or ten wheel engines. There are two other establishments, at one of which a large number of engines are manufactured.

OHIO AND INDIANA RAILROAD.—We perceive that this road is being urged to completion with commendable energy. It is now completed from its junction with the Mad River and Lake Erie road, eastwardly, to Upper Sandusky. It is also running from Crestline, its eastern terminus, to Bucyrus; and is expected to be completed throughout by July of next year, thus opening a through line from Philadelphia and Baltimore, *via* Pittsburgh and the Ohio and Pennsylvania line—of which this road is a western continuation—to Fort Wayne.

STUPENDOUS ENGINEERING—THE RAILROAD THROUGH THE ALPS.—The Council of the Canton of Ticino have voted the concession of the projected railroad through the Alps, from Lake Maggiore to Lake Constance, to unite the Piedmontese line with that of Central Germany. The concession is granted to Mr. John Gurney, Mr. John Brett, and M. Curti, acting on behalf of Messrs. Masterman, Sadlier, Laing & Co., of London. This railroad will have a tunnel 25,000 metres, or 16 miles English; it will be lighted and ventilated by 50 shafts of enormous depth.

HEMPFIELD RAILROAD.

From the Wheeling *Gazette* we take the following summary of the President's report:

A meeting of the stockholders of the Hempfield railroad was held at Washington, Pa. on Monday last when the President, Hon. R. T. Conrad, submitted the report of the proceedings and condition of the Company; for the following synopsis of which we are indebted to the Washington *Repo.ter*.

Receipts, from the stockholders, corporate and individual, in payment of instalments,		199,822 00
Disbursements, in construction, for land damages, salaries, &c.,	$149,646 02	
Interest paid on stock,	465 65	
		150,111 67
Balance on hand,		$49,710 33

A full and detailed exhibit was then given of the cost of the road, with a single track, including depots, land damages, and rolling stock, and of the subscription, corporate and municipal, to the capital stock of the Company. This statement exhibited the following result:

Estimated and entire cost of the road with the rolling stock &c.,	$2,986,778
Stock subscribed,	1,945,250
Deficiency,	$1,071 528

The report proceeded to state the means of the company to supply this deficiency; and described the financial condition of the company as prosperous and healthy. The company is entirely out of debt; it has issued no bonds; and has made, and will make no sacrifices in negotiating the securities in its hands. The resources of the company, in stock, bonds, &c., now in hand and available, amount to $1,795,138 63.

The company has issued a notice calling for a monthly instalment of ten per cent. upon all the stock, which has been promptly and punctually met. Arrangements have been made, by the Finance Committee of the City of Philadelphia, to make the Company, monthly, a payment of $50,000, upon its stock.

Along the entire route, from Greensburg to Wheeling, all the heavy, and most of the light jobs, are under contract, and in a fair state of advancement.

Between Wheeling and Washington, every section is under contract, with a stipulation that they shall all be ready for the opening of the road, between these points, at the close of the coming year, at or about which time the promised completion of the Chartiers Valley Road will connect the Hempfield road at Pittsburgh, with the Pennsylvania Central road. This part of the road is in a great state of forwardness, and is pressed with all possible vigor. There are 1,500 men now working upon the road.

On the eastern part of the road, the lettings have been principally confined to the heavy jobs, all of which have been commenced and are vigorously urged. If completed within the time fixed by the contracts, this portion will be ready for the superstructure early in the summer of '55. The progress of the entire work equals expectations and maintains the original calculation as to the period of completion.

Upon the subject of the right of way, depots, &c., the report is exceedingly satisfactory; and the connections set forth, must make the Hempfield, one of the best paying roads in the country. West of the Ohio, at Wheeling, it will connect with the Cincinnati and Marietta, of identical gauge, with the Central Ohio, and with the Cleveland and Wellsville, all of which will be finished next season, and which will sweep over the whole West from the Lakes down to Memphis. On the hither side of the Ohio, the Chartiers Valley and Connelsville, will secure the Hempfield an enormous business.

DAYTON AND MICHIGAN RAILROAD.

The location of that portion of this road between Piqua and Sidney has been a bone of contention ever since this line was contemplated. The citizens of Sidney, deeming it no more than just that they should have the road through their thriving town, have been using every exertion to secure its location in accordance with their wishes. We are not sufficiently aware of the objections on the part of the company, to give it to them, nor why they will not locate through Sidney.

The following, sent to us *marked* in the *Shelby Democrat*, will throw some light on the matter.

For the Democrat.

To the President and Directors of the Dayton and Michigan Railroad Company.

The people of Sidney have recently caused a survey and examination to be made of fourteen miles of route for a railroad lying between the Bluffs east of Piqua, connecting with your road and a point four miles north of Sidney, which includes all the heavy and difficult work, it is believed, that constituted the only objection by your Company, to the adoption of the river route through Sidney to Wapakoneta. This new route crosses the Bellefontaine and Indiana road at grade with favorable grounds for a depot, which is a consideration of much importance not attained either by the Turtle-creek route or any other route that has yet been run. The cost of this route of fourteen miles, when ready for the ties, constructed with the curves, grades, &c., as mentioned in my proposition herein following, is estimated at $163,431. Now. I propose to your Board to construct fourteen miles of your road on this new route, with a maximum grade of twenty six feet and 40-100 per mile; no curves exceeding 2 degrees: slopes 1½ to 1; embankments at top, 15 feet wide: cuts 20 feet wide on the bottom; bridges across the river of the class built by you at Troy; stone masonry of the same class made by you at Troy, and on the road between Troy and Dayton, and remove all the earth from the cut in Wiley's field and place it in embankment over the culvert built by the Company; also, to furnish my own engineer, and finish the work to the satisfaction and acceptance of the engineer of the Cincinnnati, Hamilton and Dayton Railroad Co. for the following consideration and payments, to wit: $41,000 stock recently subscribed by the people of Sidney and the corporation of said town, as ordered by its vote of Oct. 11, 1853; $60,000 cash, in monthly estima'es, as the work progresses; $8,500 in Clinton township bonds, and $54,431 in real estate to be selected by me, at cost and interest from the time put in or subscribed, (rents, if any, coming to me,) including all the wild lands taken by Judge Walker, and complained of by the Board as being at too high a rate; and further to secure the company, I propose to receive and expend the $41,000 stock recently subscribed by the people of Sidney and the corporation of said town, as above set forth, before calling for further payment in money. Work to be completed to Sidney in one year, and the balance north as soon as the track is laid from Toledo south to the northern termination of said fourteen miles.

The above proposition is submitted with the hope that it may terminate the vexed question now existing between your company and the people of Sidney. I shall be glad to hear from your Board on this subject at your earliest convenience, as I am anxious to strike the first blow at the work.

Yours, &c.,

J. W. Carey

Sidney, Nov. 25, 1853.

RAILROAD EARNINGS.

For October 1853,

MEMPHIS AND CHARLESTON RAILROAD.

(*Western Division.*)

Statement of receipts for passengers and freights on this road, for the month of October are:

For Passengers		$5,985 82
For Freight		10,017 31
Total		$16,003 13
Number of passengers up	2,580	
Number of passengers down,	3,009	
		5,589
Number of bales of Cotton		10,094

CHICAGO AND ROCK ISLAND RAILROAD,

The receipts on this road, for the month of October, were:

Passengers	$43,126 47
Freight and Mails	18,971 49
Total	$62,079 77

We gave them, in an issue or two back, as $67,600, we now give them correctly.

Montreal and Bytown Railway Company.—The Shareholders of this Company elected the following gentlemen Directors for the ensuing year:—

A. M. Delisle, Wm. Workman, W. C. Evans, Henry Judah, H. L. Routh, J. L. Beaudry, N. Dumas, and B. H. Lemoine. The Hon. Chas. Wilson, Mayor of Montreal and James Watts, Esq., Mayor of the County of two Mountains, *ex officio* Directors, complete the board.

ILLINOIS AND WISCONSIN RAILROAD.

The Chicago *Democratic Press*, of October 22d, says of this road:

Since the above road passed into the hands of the present directory, it has been pushed along with a most commendable energy, and so quietly, withal, that but few of our citizens are aware that some twenty-four miles of it are completed, and that a freight and passenger train will shortly commence making daily trips over it. Yesterday afternoon the first passenger train passed over the entire distance completed, conveying the resident officers of the company and a number of invited guests. The track is in most excellent condition, the most of the grading having been completed last year, had settled down quite solid, and the cars ran as smoothly as though upon a well ballasted road.

At the present terminus we found a number of hands engaged in laying down track, which work is going ahead at the rate of about one-third of a mile per day. The company are making every possible exertion to complete the road to Fox river by January next. To do this will require an addition to the stock of rails which they now have in the city, of about one thousand tons, which amount has been purchased in New York, and one of the contractors has gone on to superintend its transportation. There is little doubt but that it will reach there before the close of navigation.

Considerable grading has been done beyond Fox river, and nearly all the road bed between the State line and Janesville is ready for the superstructure. The American Car Company, of this city, has a contract to turn out about sixty cars for the road, as fast as they shall be wanted, and the company have the castings for about sixty more, the woodwork of which they will have done themselves.

The stock subscriptions amount to some $800,000, and the contractors take one-half their pay in stock, so that with every additional mile of road, there is a corresponding increase of stock. The company design issuing $1,000,000 first mortgage bonds, convertible into stock, which they will put into market after they have completed, and have in operation fifty miles of the road.

A year or more ago the company very wisely purchased a large amount of real estate, lying immediately north of the old Galena Railroad depot, upon the North Branch. This property has shared largely in the general advance of real estate, and the company make a handsome thing of it. We observe they have been building a dock, and have excavated the river to the proper depth for admitting first-class vessels to lie along side of it. The foundations are also laid for machine shops and engine-houses, and the superstructures will be put immediately.

This is one of the most important of our Chicago roads. It penetrates a magnificent and fertile country, and looks to Minnesota as its ultimate terminus. It is one of the roads which cannot be "cut off" or diverted from our city—though that "bug-a-boo" has ceased to frighten our people. It must always be an important thoroughfare, and from the character of the country it penetrates, will draw to it a heavy freighting business. Its dividends will be like those of our other leading roads, and its stock will be a favorite investment. We have not a doubt but that in these respects it will stand in the class of "A, No. 1," Western roads.

A daily passengers train is now running on this road, from Chicago to Elk Grove, a distance of twenty-five miles. The opening of this road will be a great accommodation to the people of Elk Grove, Long Grove, Buffalo Grove, Wheeling, Deer Grove, and other places upon and in the vicinity of its line.

SYMMES VALLEY RAILROAD.

In our last issue but one (No. 39) we asked where the Symmes Valley Railroad was located. Since then we find the following letter in the *Ironton Register* giving particulars.

DEAR SIR:--Since you were here I have interested myself considerably in reference to your railroad project, and have made considerable inquiry as to the route from Jackson to Columbus by way of Chillicothe, and also as to the amount of stock that could be obtained along the line. I returned yesterday to Jackson from Columbus along this line and on my way talked with the people about the matter.

From Jackson to Richmond, a distance of fifteen miles, a railroad can be constructed, I should think, with at least *ordinary* expense; from Richmond to Columbus by way of Chillicothe and Circleville, the present traveled road is almost a perfect level and passes though as fine and rich an agricultural country as can be found in the State. This is true of every part of the road. So great is the demand for a railroad from Columbus to Chillicothe by way of Circleville, and such is the feeling of those most interested in it, that I regard it as a *fixed fact*, that one will be projected between those important points at no distant day, such a road will want, as a matter of course, a southern termination at some point on the Ohio River. To continue it through the Scioto Valley to the Ohio river would make it purely an agricultural road, but to extend it through Jackson by way of Richmond to the Ohio river, opposite to Guyandotte, Virginia, would make it both an important agricultural and mineral road From Columbus to Richmond it would pass through a rich agricultural country and from thence on through the richest portion of the iron and coal regions of Southern Ohio. From Richmond to Jackson it would pass *directly* through the rich coal fields of Jackson county, and thence on to the Ohio river through the rich fields of iron ore of Jackson and Lawrence counties; such a road would open up, the one to the other, the great agricultural and mineral wealth of the State. It would supply the wants of a rich portion of our State, now almost destitute of railroad facilities, and would place the whole State in connection with the "*Central Virginia Railroad*," which touches the Ohio river at Guyandotte. The importance of such a road should insure its construction,— and its claims once fully made known and understood would certainly meet with great favor.

You are aware of the prospects for stock up to this point; here, and along the line to Richmond, considerable stock can be obtained; at Richmond and along the line to Chillicothe a very liberal subscription can be safely relied upon. Chillicothe, Circleville and Columbus will attend promptly to the residue. I might add that this road might connect with the Cincinnati and Marietta Railroad at any point from four to nine miles beyond Richmond and follow that road into Chillicothe thereby saving considerable expense.

I will be glad to hear from you in regard to this matter and give you any assistance in my power in behalf of such a project.

Yours, &c.,

RAILROADS IN SOUTHERN EUROPE.

The English system of railroads is now complete, and much of the capital which has before been directed to this business, is now finding employment in aiding the railroad enterprizes of Southern Europe. It is calculated that 330 miles of railroad will be open to travel in Piedmont by next year. This is pretty well, considering that the works have not been in progress more than three years. The King of Naples has authorized the construction of a railroad between the capital and Brindisi. It will be executed at the expense of the State, the work to be done by the army, and superintended by the superior officers. All the rails and *material* will be manufactured in the State foundry at Portici. It is also said that the telegraph, which already connects Naples with Terracina, is to be extended to Brindisi, and other towns on the Adriatic. A line to Reggio is also in contemplation, with a submarine continuation to Messina. The works of the Naples and Brindisi Railroad have already commenced. The works of the different railroads in Spain are being pushed on vigorously. The first trial of the railway over the Mont Soemmering was made on the 24th Oct. A locomotive went nearly a mile in five minutes. This was the first time a locomotive had been seen at the hight of 2,788 feet above the level of the sea. The Short Railroad between Bruchsal and Stutgard was recently opened. The interest of this line consists in its serving to fill up one of the principal breaks existing on the direct route from Paris to Vienna.—*New York Times.*

☞ On Tuesday last, at Delaware, the following gentlemen were elected Directors of the Cleveland and Cincinnati Short Line Railroad:—Judge McLean and Miles Greenwood, of Cincinnati; Thomas Corwin and J. P. Gilchrist, of Lebanon; T. W. Powell and Mr. J. C. Evans, of Delaware; Mordecai Bartley and James Purdy, of Mansfield; N. M. Standart, of Ohio City; E. G. Williams, of Cleveland; and C. O. Van Horne, of Mt. Gilead.

The Directors, who were present. met and took the necessary oath of office, and adjourned to meet again at Delaware, on Monday next, to elect a President, Secretary, and Treasurer. We understand the prospects of the company are such as promise a speedy and successful consummation of this most important and desirable work.—*Lebanon Star.*

We learn since the above was in type that Hon. Thos. Corwin was elected President.

Communications.

ON THE IMPORTANCE OF MINERAL SURVEYS ALONG OUR LINES OF PUBLIC IMPROVEMENT.

We call the attention of our readers to the following remarks on an important subject, by a gentleman, who is both Engineer and Geologist. In addition to what he says—we may say—that there are few shorter ways to fortune, than are now open to those who will employ a Geologist to select mineral sites for them in Ohio. Our article on Iron, in this number, shows with what rapidity our Mineral region is developing, and how great and rapidly advancing is the demand for the raw material of manufactures.

For the Railroad Record.

MR. MANSFIELD:

Permit me to say a few words on the subject mentioned in the caption above. My attention has been called to it by observing some erroneous locations of railroad routes, not through any fault of the Engineer, but because the mineral resources that could be rendered available to the road, for the employment of a great amount of industry with profit and increase, of both the local and general prosperity of the country, were not known.

Turnpikes, canals, and railways, have for their objects to facilitate transportation and intercourse between distant places. The locations of the routes are influenced by several causes, viz:

1.—Shortest distance between prominent points.

2.—Amounts of business that may be created, originated, or rendered tributary.

3.—Resources and productions of the country, natural and artificial, that seeks, or will seek a market.

4.—Cheapness and speed of transportation.

5.—Cost of construction — topographical favorableness for construction—local aid in construction.

All these things are generally looked into with care, except the mineral resources that lie dormant under the soil, the exact locations of which, the local details of quantities, qualities and availability, are not known to the public, nor to individuals; and yet they are destined to exert a powerful influence on the business of community, and both directly and indirectly, on the business of the road or canal. The location and availability of the resources of coal, iron-ores, lime, hydraulic-lime, clays, lumber, &c., of superior qualities and ready access, rarely claim the attention they ought in the location of lines of public improvement.

It is often the case that the change of location of a railroad line a mile or two, laterally, without increasing the expense, without affecting the amount of general or local business in other respects, and without diminishing the local subscriptions to the road, would place it immediately contiguous to valuable beds of coal, iron-ore, lime, building stone, or other natural resources, which capital and enterprize would immediately put in requisition to give them profit, and thus create business for the road that otherwise it would not have.

The examinations of the Mineral Engineer should precede the definite location of the road, and should properly be made before the instrumental surveys. M.

RAILROADS IN TENNESSEE.

We make the following extracts from a letter from a friend in Nashville, connected with the Legislature of Tennessee, in which reference is made to the Railway Progress in that state. We trust our friend will keep us advised of the progress made in the Legislature; and hope that we shall have the pleasure of recording the passage of an act, or acts, authorizing the construction of numerous roads throughout that flourishing state.

"*The Cincinnati, Cumberland Gap and Charleston Railroad,*" as our correspondent intimates, will be of essential value to our citizens, who should improve—and when the proper time comes for action, doubtless will prove themselves ready to improve—every opportunity for extending the commerce of their Queen City to every state of the Union, and to Tennessee in particular. Railroads have become the "necessity of the age." No state without them can hope to compete successfully with such as have them. The fact of the value of railroads as a means of wealth to every class, both producers and consumers, has become so evident that few can be found to gainsay it; and it now only remains for the several States to adopt judicious laws in regard to them, and for the people to construct *only main lines at first*—leaving branches and connecting roads until necessity calls imperiously for them—in order to place the country in such a position as to wealth and prosperity as the world has not yet witnessed.

But now to our correspondent's remarks:

For the Railroad Record.

Nashville, Tenn., Nov. 22, 1853.

It may not be without interest to you for me to give you some information in regard to the proceedings of our General Assembly in relation to railroads. A charter has been passed, giving very liberal privileges to a railroad, from Cincinnati to Cumberland Gap and Charleston, called the "Cincinnati, Cumberland Gap and Charleston Railroad Company." We also have a bill pending before both branches of the Legislature, and has passed the second reading in the Senate, giving eight thousand dollars per mile to that part of said road in Tennessee, which bill, I am confident, will pass into a law. We believe said road will be of immense importance to your flourishing city, in consequence of the immense mineral wealth in the country through which said road will pass—passing as it will through one of the richest coal and iron regions in the world, both essential elements of wealth and prosperity to your city; also, this road will connect you with the southern seaboard at Charleston, South Carolina, almost on an air line, which will identify your city with the cotton manufacturing interests of the country. We, in East Tennessee, are deeply impressed with the importance of this railroad connection, not only to us, but to Cincinnati and Charleston, and hope the day is not far distant when your city and Charleston will find it greatly to their interest to co-operate with us in East Tennessee, Kentucky, North Carolina, and Western Virginia, in this magnificent enterprize. I hope it will meet your approbation to give a passing notice in your very valuable Record, of the facts above stated. I have already transcended the bounds of my limits, and will close.

Your obedient servant, &c.

We are pleased to see that Mr. Stables has read the article, referred to below, on page 611 of the Record, and taken the trouble to correct what he knew to be wrong therein. It is thus we come at the truths of Railway Economy. Our columns are always open to such communications.

For the Railroad Record.

MR. EDITOR:

In yours of 24th inst., I find you have an extract from the New York *Evening Post*, headed—"Railroad Fares," &c. There are errors which I shall mention, viz:—In regard to the *speed* they travel "40 miles per hour." The Express, between London and Edinburgh, travels 55 miles per hour, and has made the distance (including stoppages) in 9½ hours. Express on Great-Western makes 60 miles per hour invariably, and sometimes 65. I have seen Freight Trains, on the Liverpool and Manchester Railway, travel 45 miles per hour, and on that road they generally go at the rate of 30.

The grades are mentioned at "fifteen feet per mile." On the Liverpool and Manchester Railroad, near St. Helens, there is a grade, for three-quarters of a mile in length, of fifty-five feet per mile, and at Liverpool, one of equal length, of 114 feet per mile; but this last one is worked by a stationary engine.

On the Lancaster and Carlisle Railroad there are numerous grades of 52½ feet per mile. On the North-Western there are

grades of 52½ feet per mile, and one on a curve of 792 feet radius.

Certainly there are many railroads with very light grades; but, I presume, one-half of the roads in Great Britain have grades over 35 feet per mile.

If necessary, I could shew you "Parliamentary Plans and Sections" verifying the above; but as I have actually seen, and on one of the above roads was engaged for five years, you may rely on the above as a correct statement.

Yours very respectfully,
E. R. Stables,
Civil Engineer.

Circleville, Ohio, Nov. 28th, 1853.

The Broadway Railroad, New York City.—Judge Duer has announced the decision of the Court, perpetually enjoining the late grantees of the City Council from constructing a track in Broadway. The Court was not satisfied by the proofs, either that the rail track is a nuisance, or that Council was acting on a subject beyond its authority. The decision was placed on the ground that the grant conferred on the grantees *exclusive privileges in the use of the street for their own private purposes*, which the city had no power to grant in a *public* street.

Nashville and Chattanooga Railroad.—The two great obstacles—Cross Hollow and the Summit—which have been retarding the completion of the Nashville and Chattanooga Railroad, between Chattanooga and Shell Mound, for several months, are now finished, the track laid and ready for the engine to pass through.

The Iron Horse.—At the recent celebration of the opening of the *Aurora Extension Railroad*. The following sentiment was offered, at the close of some remarks, by Mr. Coffing:

The Iron Horse.—The pride and glory of the nineteenth century! A skillful combination of different elements—with lungs of iron and breath of fire, he out-speeds the tempest! An offspring of Manifest Destiny—his steam-blown clarion ere long shall wake the echoes of the Rocky Mountains! From henceforth destined to become the Bearer of Tidings—the avant courier of civilization! At his approach the waste places shall rejoice, and at his coming the wilderness shall bloom and blossom as the rose!

Columbus, Piqua and Indiana Railroad *vs.* Indianapolis and Bellefontaine Railroad.—We understand that Judge Leavitt refused to dissolve the Injunction granted in this case by Judge McLean. The object of the Injunction is to restrain the widening of the gauge of the Indianapolis and Bellefontaine road to correspond with Ohio gauge.—*Indianapolis Journal.*

NEW INVENTIONS.

Our fellow-citizen, Dr. Bussell, has just returned from his second trip to Washington city. He has succeeded in getting a patent for his "Improved Car Spring," which is pronounced by the best Engineers, to be far superior to all others now in use. To afford ease and comfort to passengers on cars, nothing in comparison, has ever before been invented. We speak only of its utility, judging from the description given us, and an experimental test of the virtues of this spring, in miniature form, in a saddle.

His improvement consists in fluting a column of India-rubber, longitudinally, and surrounding it by a spiral steel-spring, by which arrangement the rubber has greater elastic scope—allowing almost double the motion of other springs. By this arrangement also the rubber preserves its elastic power a third longer, and, is a sprightly and powerful spring, when others are stolid, stubbed and lifeless.

We understand that a Massachusetts gentleman, and a company in Cincinnati, are about negotiating with Dr. Bussell for the whole of his territory. As this valuable improvement originated in Western genius, we should be glad to see Western enterprize reap the advantage,—and we hope the Patentee may give the preference to Western men, or companies.

In our admiration of struggling genius, we cannot but regard our friend as a peculiarly lucky man. His inventive career commenced with his highly approved "Spring Saddle," and we understand he now has "on the stocks" some three or four other important inventions, that promise to yield an almost endless fortune.—*Shelby (Ind.) Volunteer.*

Mississippi and Missouri Railroad.—From the Iowa City *Reporter* we learn that reports are in circulation that the work upon this road has been suspended; we are pleased to learn from the *Democratic Press* of Chicago, that there is no truth in any such report. The road is going on rapidly, large additions being made to the working force upon it daily from the Rock Island road, as fast as the sections upon this latter road are completed, both roads being constructed by the same contractors.

Maysville and Lexington Railroad.—The last Carlisle *Ledger* says that the work on the Maysville and Lexington Railroad tunnel, near that town, was re-commenced one day last week, and is now progressing with considerable activity, there being, as we understand, a full set of hands already employed.

Railroad Assignment.—A dispatch from Boston, dated the 22d inst., says the Directors of the Rutland and Burlington Railroad have assigned the property of the road to the Trustees of the Second Mortgage Bonds, for the benefit of all concerned, being unwilling to pay the present high rates of interest for money, to meet their floating debt on 6 per cent. bonds falling due.

PRUSSIAN RAILWAY ACCOUNTS.

The officers survey for the year 1852 just published by the Prussian government, gives a statement of averages, highly interesting to the public, as affording a means of comparing the management of railway business here, and abroad,—In the subjoined summary the Prussian calculations are reduced to English measure and currency. Total length of railway, 1,803 miles, including £1,556 for locomotives, carriages, &c. Maximum £26.720; minimum £6,040. Average number of locomotives, three for every 10 miles; of passengers' carriages, 7; of vans and waggons, reckoned as four-wheeled, 57 per 10 miles of rail. Average run per locomotive in the year, 13,291 miles. Consumption of fuel, 9 cubic feet of wood and 3,250lbs, of coke per 100 miles of journey. Maximum of wood alone, 310 cubic feet, and of coke alone 4.529lbs. per 100 miles of journey. Average distance of passengers' journey, 27½ miles, of transport of goods, 46 8-10. Average passengers' fare, eighty-eight hundredths of a penny per mile, or 7s. 4d. per 100 miles; average freight per ton of goods, 13s. 5d. per 100 miles. Receipts; for fares and passengers' luggage, £561 8s; for freight of goods and cattle, £753 6s; for sundries, £60 6s; total, £1,375 per mile of line. Expenses £636 per mile of line. Of this sum 32 per cent. for superintending the line and stations, 5½ per cent. for directorship and general management, 62½ per cent. for cost of transport. Gross expense equal to 46½ per cent. of gross income. Average cost of superintending line, and stations, and of general management and directorship, £238 16s. per mile of line—Average cost of transport, £8 18s 6d per 100 miles of journey. Total cost, £15 12s. 2d. per 100 miles of journey, surplus £738 8s. per mile of line, or 5¾ per cent. of capital invested. Reserve fund, £221 12s per mile of line. Maximum dividend paid: Magdeburg-Leipsick, 20 per cent.; Upper Silesian line, 10 per cent.—*London News.*

Cincinnati, Lebanon and Xenia Railroad.—Agreeably to notice given according to law, the stockholders of this company met at Lebanon, on the 29th ult., for the purpose of electing seven directors, to serve for the ensuing year. The choice fell on the following gentlemen, viz:

Miles Greenwood, of Cincinnati; John A. Dodds, of Mason; J. P. Gilchrist, R. G. Corwin, Jacob Egbert, of Lebanon; David Evans, of Waynesville; and Joshua Martin, of Xenia.

The reports of the President and Engineer presented a favorable account of the progress of the road.—*Lebanon Star.*

New Railroad Arrangement.—A meeting of the Ohio association of Railroad Superintendents was held in this city on Thursday last. It was attended by the Superintendents of nearly all the roads now in use in Ohio.

An arrangement was entered into for a reduction of fares between Pittsburgh and Cincinnati. The first class fare will be seven dollars, and the second class fare was agreed on at five dollars through. The five dollar passengers will be carried in the front car of the same train with the first class passengers, and will be comfortably accommodated.—*Pittsburgh Post, Nov. 29th.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	98	100
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	98	100
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	95½
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	94	96
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1853–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	100	103
Milwaukie and Mississippi	1st " " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	116	117
Do do	2d " convertible	7	1859	107	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	92	95
Northern Indiana	1st mortgage, not convertible	7	1860	104⅜	105¼
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	126	130
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	95	96
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLE OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	137	140
Cleveland and Pittsburgh	50	92	94
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		60	70
Columbus and Xenia	50	113	115
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		124	125
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami		70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	65	70
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	90	92
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	119½	120
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		108	109
Mad River and Lake Erie	50	82½	85
Madison and Indianapolis		84	85
Marietta and Cincinnati	50	72	74
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	77½	78
Northern Indiana		123	125
Ohio Central	50	90	95
Ohio and Indiana		65	75
Ohio and Mississippi	50	87½	90
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		108	109
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	70	72
Sandusky and Mansfield	50	55	70
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50		
Virginia Central			

As we are desirous of making these tables as perfec and comprehensive as possible, we shall be much oblige for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	109	110
Do	6	1862	117	117¾
Do	6	1867	122	122½
Do	6	1868	122	122½
Do (int. ceases July 1).	5	1853	101	101½
Do Coupons		1862	115	116
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	82	88
Arkansas	6	....	90	92
Georgia	6	....	105	109
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	107	110
Do do		1847	85	90
Do do registered		1847	90	98
Do do Internal Impt.		1847	88	90
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	96	100
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	106	107
Do 15 years	6	....	107	108
Do large bonds	6	....	108¼	109
Do	5	....	93	95
Michigan	6	....	102	105
Ohio	6	1856	105	106
Do	6	1860	107	108
Do	6	1870	115	116
Do	6	1875	118	118½
Do	5	1856	101	102
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	94	95
Tennessee, new loan	6	1890	105	106
Do	5	....	95	98
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	105	107
Do	5	1858–60	101	102
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	½ prem	¾ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½ prem	¾ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ℘ ct. discount.	
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$185
80 acre warrants	90	92
40 acre warrants	45	47

MONETARY.

The New York *Times* says:—"A very marked improvement in the money circles continues to be felt in Wall street. The Bank Presidents talk more cheerfully, and are disposed to lend rather freely at call and on very short paper."

Street rates are 9@10 per cent., with but little offering.

Foreign Exchange rates at 109¾ to 109⅞, with a small shipment of specie, in ingots.

The Stock Market was exceedingly dull, considering the state of the Money Market.

The Washington *Union* publishes an official notice from the Secretary of the Treasury, extending the time for the purchase of United States stocks to the 1st of January next.

In addition to the usual assignment, the holder must distinctly assign his interest on the same now made up at the Treasury, or transmit in semi-annual coupons as the case may be. To afford the opportunity to distant bond-holders to avail themselves of the notice, the department will consider stocks mailed at any time previous to the 1st of January, entitled to its benefits.

The total amount in the United States Treasury, on the 28th November, subject to draft, was $24,461,356.

At the West, money is in good demand; the rates ruling from 1@1½ per cent. per month.

Eastern Exchange we quote at ½@¾ per cent. premium, though some of the banks are selling at 1 per cent.

In Stocks we have to note a somewhat improved feeling, a greater variety having been sold, though not at better prices generally.

We have commenced the usual weekly corrections of our Stock Tables, as far as transactions within our knowledge will warrant. In our last issue we inadvertently quoted Fort Wayne and Southern Railroad Stock at 70@85, whereas we only intended to make a memorandum of it. No sales of this Company's Stock have been made in our city that we can hear of; the price named in our quotation, we learn from reliable authority, is the market rates along the line of the road. We now quote "no sale" in this market.

Messrs. Hewson & Holmes' sales, twice weekly, as reported in our columns, will give the most accurate state of the Stock Market, to that we refer our patrons. Our brokers do not handle stocks at this season, having more profitable investment for their means in the pork interest. Covington and Lexington Railroad Stock has advanced 3@3¼ per cent. This is caused by the improved prospects of the road. Of $75,000 required to complete the work, about $60,000 have been taken in stock at par, by parties interested in the Bonds of the Company, and the balance will be readily disposed of. This insures the completion of the road at an early day.

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, December 3, 1853.

40 shares	Eaton and Hamilton Railroad Stock	passed.
20 "	Lawrenceburgh and Upper Mississippi Railroad Stock	66 00
5 "	Kentucky Trust Co. Bank Stock	99 00
30 "	Cincinnati, Hamilton & Dayton Railroad Stock	105 50
50 "	New Albany and Salem R. R. Stock	passed.
72 "	Covington and Lexington Railroad Stock, three months interest to purchaser	66 75
10 "	Do. do. do.	67 00
75 "	Indianapolis and Bellefontaine R. R. Stock	passed.
34 "	Indiana Central Railroad Stock	passed.
25 "	Little Miami Railroad Stock	118 50
36 "	Mad River and Lake Erie Railroad Stock	passed.
100 "	Peru and Indianapolis R. R. Stock	passed.
48 "	Greenville and Miami R. R. Stock	passed.
72 "	Eaton and Hamilton R. R. Stock, on a credit of 60 and 90 days in equal amounts	58 00
20 "	Cincinnati, Hamilton and Dayton Railroad Stock	passed,
5 "	Jeffersonville Railroad Co. Stock	passed.
50 "	Fort Wayne and Southern Railroad Stock	passed.
200 "	Cincinnati Western Railroad Stock	passed.

AT SECOND BOARD.

42 shares	Covington and Lexington Railroad Stock	70 00
15 "	Little Miami Railroad Stock, dividend to purchaser	120 00
10 "	New Albany and Salem R. R. Stock	55 00

December 7, 1853.

10 shares	Kentucky Trust Co. Bank Stock, dividend to purchaser, bid	99 50
28 "	Eaton and Hamilton Railroad Stock, bid	55 00
35 "	Cincinnati, Hamilton & Dayton Railroad Stock	106 00
25 "	Do. do. do.	passed.
25 "	New Albany and Salem R. R. Stock, bid	54 50
11 "	Covington and Lexington Railroad Stock, interest to purchaser	70 00
60 "	Mad River and Lake Erie Railroad Stock, bid	80 00
50 "	Little Miami R. R. stock—purchaser gets dividend, bid	118 75
41 "	Cincinnati Insurance Co. Stock, per share, bid	23 75
20 "	Covington and Lexington Railroad Stock, new	67 00
60 "	Do. do. do. bid	65 00
40 "	Ohio and Mississippi R. R. Stock	no bid.
40 "	Little Miami Railroad Stock, without dividend, bid	113 50
100 "	Cincinnati and Hillsboro' Railroad Stock, on credit of 4 months	no bid.
75 "	Marietta and Cincinnati R. R. Stock	no bid.
100 "	Merchants' and Manufacturers' Insurance Co. Stock, per share	no bid.
20 "	Covington and Lexington Railroad Stock—buyer pays interest	no bid.
100 "	Lawrenceburgh and Upper Mississippi Railroad Stock, interest to buyer, bid	66 00
5 "	Peach Orchard Coal Co. Stock, per share	no bid.
350 "	Peru and Indianapolis R. R. Stock, purchaser pays interest	no bid.

Washington County (Mo.) and the Iron Mountain Railroad.—An election was recently held in Washington county, to ascertain the wishes of the tax-payers in regard to the county taking stock in the St. Louis Iron Mountain Railroad, which resulted in favor of a subscription by the county of $75,000 worth of stock in said road. The $25,000, it is said, will be taken by individuals.—*Jackson (Mo.) Jeffersonian, 29th inst.*

Miscellaneous.

DEEP OCEAN SOUNDING.

The following, from an English Journal, is given as an evidence of the advancement in nautical science attained by officers of the United States Navy, as well as the estimation in which their attainments are held abroad:

"As this subject now engrosses the attention of many of the scientific men of the present age, it may not be uninteresting to know the results of a discovery which has been introduced by our neighbors on the other side of the Atlantic, for the purpose of testing the existence of a foundation to the ocean, and also to know of what it is composed. There has, for several days past, been lying in the Southampton (Eng.) waters an American Government surveying brig, named the Dolphin. This brig, which is empowered under an act of Congress, in connection with the scientific researches of Lieut. Maury, of the National Observatory at Washington, for the purpose of entering into a series of meteorological observations and discoveries, left Chespeake Bay on the 31st of May, and has completed a perfect line of sounding across the Atlantic to Rockule, off the west coast of Scotland. The distance between each place of sounding averaged about 100 miles. A line was then run to the Azores, to the north of which, about a parallel of forty-five in a south-west direction, an elevation was discovered on the bottom of the ocean of about 6,000 feet, the soil indicating a fine yellow chalky substance, mixed with a small portion of the finest sand. After leaving the Azores, the Dolphin took a westerly direction, still succeeding in discovering bottom. Steering north, she made a direct line to the "Three chimnies," where, at a depth of 1,900 fathoms, bottom was discovered. At this point Lieutenant Berryman, in charge of the ship, finding the position of the weather unfavorable to a continuation of their research, made sail and came into Southampton.

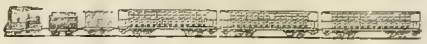
The greatest depth at which bottom was reached was 3,130 fathoms, in lat. from 41 to 43, long. 51 to 56. The explorers have brought home with them specimens of the soil which has been discovered at their various places of sounding, and which will be laid before a committee of scientific men at Washington, for the purpose of analyzation. The temperature of the water was also tested at various depths, specimens of which have also been preserved. During the whole of the observations particular attention was paid to the width, depth, and force of the currents in different parts of the ocean, all of which have been carefully noted for the purpose of being fully discussed and explained. The Dolphin intends returning at the latter end of the week, and should the weather permit, will take a line of sounding to the eastern edge of the Azores, that being a portion of the Atlantic which has at present remained unexamined. Of course a further explanation of the results of this expedition will not at present be given, as the whole of the matter collected is being carefully preserved for the uses and explanation of the gentlemen at Washington. There is one interesting matter in connection with this subject, and the non-existence of which has been the great draw-back to all previous results being satisfactory, and that is the very simple method by which the sounding apparatus is rendered entirely perfect and useful. In all previous attempts the great puzzle has been how to get back the weight when it has once reached the bottom, and it is a well-known fact, especially amongst seamen, that in deep sea-sounding, however carefully or strongly a line may be made, it never has, after being once sunk, been recovered. In this respect, however, Brother Jonathan deserves much praise, for he has invented a plan by which the weight, upon its reaching the bottom, becomes immediately detached, and the line, therefore, drawn in with perfect ease. The plan is this:

A hole is drilled through a 64 lbs. or heavier shot, sufficiently large to admit a rod of about three-quarters of an inch in diameter. This rod is about 12 or 14 inches in length, and, with the exception of about 1½ inches at the bottom, perfectly solid. At the top of the rod are two arms extending one from each side. These arms being upon easily acting hinges, are capable of being raised or lowered with very little power. A small branch extends from the outside of each of them, which is for the purpose of holding, by means of rings, a piece of wire by which the ball is swung to the rod. A piece of rope is then attached by each end to the arms, to which again is joined the sounding line. The ball is then lowered into the water, and upon reaching the bottom the strain upon the line ceases, and the arms fall down, allowing the ball to detach itself entirely from the rod, which is then easily drawn in, the drilled portion of which is discovered to be filled with a specimen of that which it has come in contact with at the bottom. There are other advantages also in connection with the invention which are of great utility in the carrying on of the discoveries, and which, no doubt, will so materially assist the scientific researches of the world that the subject of whether there is or is not a bottom to the sea will no longer remain a difficulty to answer."

MORE CONSOLIDATION.—The stockholders of the Mansfield and Sandusky City Railroad will meet at Mansfield, on the 29th of December inst., to act upon the agreement for a consolidation of that company with the Columbus and Lake Erie and the Huron and Oxford Railroads.—*San. Mirror.*

Advertisements.

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water station, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

NOTICE TO CONTRACTORS.



SEALED Proposals will be received at the Office of the *Cincinnati, Harrison and Indianapolis Straight Line, and Cincinnati, Indianapolis and Chicago Railroad Companies,* in Cincinnati, until the 23d day of January next, for the Grading, Masonry, Bridging, and the entire construction of the road from the City of Cincinnati to the City of Indianapolis, via, the Whitewater Valley.

Plans and Specifications will be ready for inspection at the Office of the Egineer, (West Third st. Cincinnati, on and after the second day of January next.

Any further information can be obtained by applying to E. M. Gregory, Cincinnati, John Wayne, Brookville Ia., or J. W. Taber, Miamitown O.

E. M. GREGORY, President.
PHINEHAS POMERY, Chief Engineer.
J. W. TABER, } Secretaries.
JOHN WAYNE, } dec8-tt

ENGINEERS' MATERIALS.

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CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfnlly called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil ar perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R. Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R. Fitchburg June 2nd, 1853

MR. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,

IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE, Boston, July 5th, 1853.

MR. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

2000 MEN WANTED
On the Mississippi Central Railroad.

APPLY TO

HEALY, HOLMAN, SIMS & CO.,

HOLLY SPRINGS, MISS.

novl9-3t

NOTICE TO CONTRACTORS.

Covington and Ohio Railroad.

PROPOSALS will be received at the office of the Covington and Ohio Railroad in Covington, until the 15th of December next, for the Graduation and Masonry of about seventy-five miles of the above road; of which the eastern portion, comprising fifty miles, lies next west of Covington, and the western, portion consisting of about twenty-five miles, lies between the Kanawha river and the mouth of Big Sandy. A large share of the work to be let—including Bridging and Tunnelling, is heavy and desirable, and well worthy the attention of responsible Contractors The western sections of the above work are now ready for examination, and the eastern portion will be prepared for inspection by the 8th of December.

Further information may be obtained on application at the Company's offices, at Guyandotte and Covington.

By order of the Board.

CHARLES B. FISK Chief Engineer.

N. B.—The Board of public works of Virginia, under whose direction the Covington and Ohio Railroad is to be constructed, on state account, will meet at Covington on the 15th of December, above named, for the purpose of receiving and acting on the proposals which may then be offered.

November 15, 1853.

Dec 1,-tt

To Engravers and Draughtsmen.

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Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
novl7 3 College Hall, Walnut St.

Mississippi Central Railroad.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the Mississippi Central Railroad, in Holly Springs, Miss., until November 15th, for Clearing, Grubbing, Grading, and furnishing the Cross-ties, between Tennessee State line and Holly Springs, (21 miles.) Plans, Specifications, and Profiles may be seen at Holly Springs after the 10th of November.

PROPOSALS

Will be received at Grenada, until 1 o'clock, P. M. of Wednesday, December 7th, for the work between Water Valley and Grenada, (30 miles.) Plans, Specifications, and Profiles may be seen at Grenada after 1st December.

PROPOSALS

Will also be received at Canton until 1 o'clock, P. M. of Wednesday, December 14th, for the work between Canton and Big Black, (12 miles.) Plans and Profiles may be seen at Canton, after 10th of December.

The work will be divided into sections of about one mile each, and proposals will be received for each item separately, or for the whole work, on one or more sections.

HEALY, HOLMAN, SIMS & CO.

Oct. 26, 1853. novl7-3t

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A CIVIL ENGINEER,

Of several years experience, is anxious for an engagement, in charge of Preliminary Surveys, or Construction.

Address P. P., X. Y., this office.

no10-1*

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

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July 7th†

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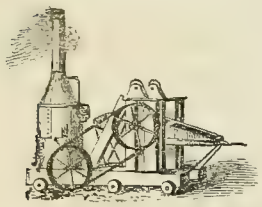
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Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

HENRY TANNER vs. *The Hudson River Railroad Company.* } Circuit Court of the United States for the Northern District of New York.

THIS was a suit brought by the plaintiff for an alleged infringement of letters patent granted to him as assignee of the inventors, L. H. THOMPSON and A. G. BACHELDER: 'for an improved Railroad Brake,' by the use on the said road, of brakes made on plans, alleged to have been invented by NEHEMIAH HODGE and also by F. A. STEPHENS and purchased by the said defendants, from the said Hodge & Stephens and also for use of the plan as patented to said Tanner.

The suit was noticed for trial at the October term of 1853, and put over the term by the motion of Defendant's counsel by paying the costs of the term.

And thereafter the Defendant's counsel made overtures for a settlement which resulted in the defendant's acknowledging the validity of plaintiff's patent, the infringement of the said patent by the use of double acting brakes on the plan of the said patents and the Company paying to the said plaintiff for the right to use the said invention and for the withdrawal of said suit the sum of ONE THOUSAND DOLLARS and cost.

Having read the above I do certify to the correctness of the statements therein contained.

October 25th, 1853.

THOMAS M. NORTH,
Secretary and Attorney of the
Hudson River R. R. Co.
New York October 26th, 1853,

This is to certify that I was of Counsel for the plaintiff in the above entitled cause, that the suit was brought for the recovery of damages from the Hudson River Railroad Company for the use on their cars of brakes. made on the plans described in the patents granted to Charles B. Tanner on the 14th, of Nov. 1848, to Nehemiah Hodge on the 2d, of October 1849, and to F. A. Stephens on the 25th, of November 1851. That in preparing for the trial of the above entitled cause I made a careful examination of all the facts, given in the notice of defence and became satisfied that Thompson and Bachelder, from whom Tanner derived title, were the original and first inventors of the Double acting Brake covered by the plaintiff's patent and that the Brakes of Tanner, of Hodge, and of Stephens, are infringements of the said Tanner's patent. CHS. M. KELLER.

nov24-4t

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Near the Pittsburgh R. R. Shops,

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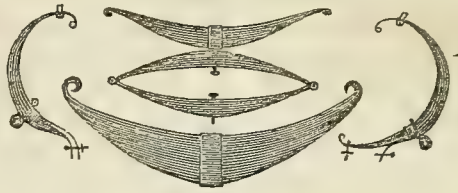
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Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

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I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

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P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

oc20 H. H. GOODMAN, Sec'y.

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RAILROAD CAR SPRINGS, &c.

THE **UNITED STATES CAR SPRING COMPANY,** having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

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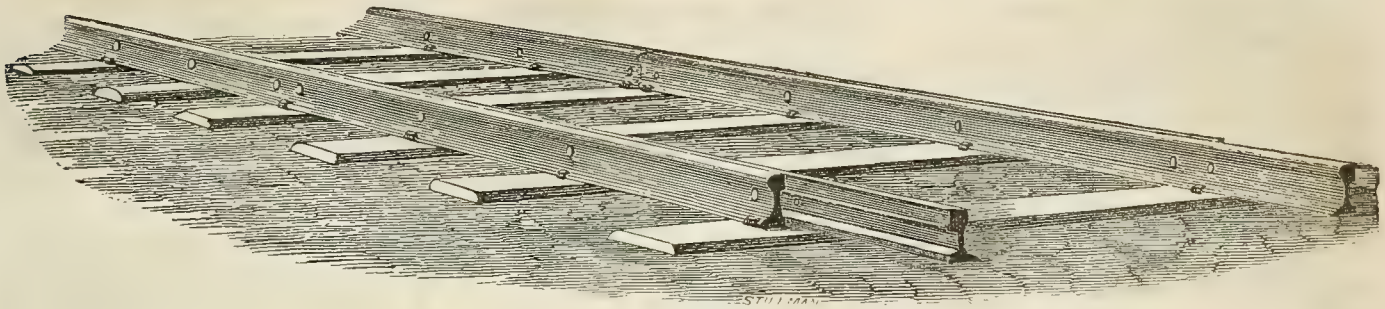
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Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repaire of track — it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

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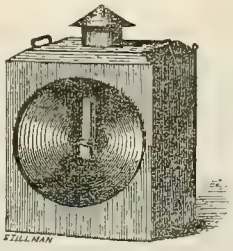
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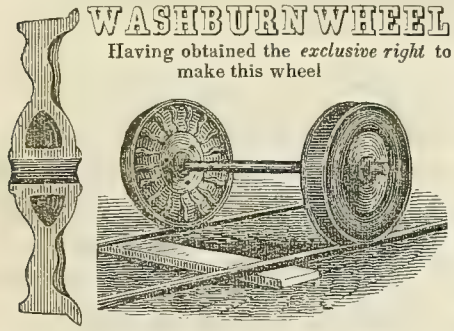
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Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

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THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

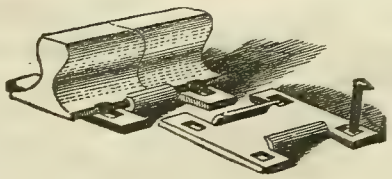
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Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

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Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

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Wheels & Axles, Jaws, Boxes, and Castings Fitted

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Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

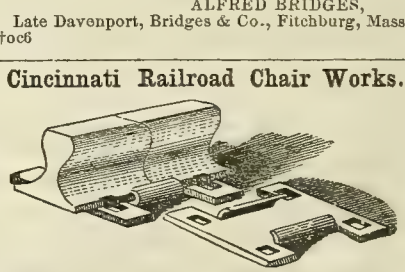
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TYLER DAVIDSON & CO.,
Agents for the
BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr3 140 and 142 Main street

United States Life Insurance
ANNUITY AND TRUST COMPANY,
S. E. Corner Third and Chestnut Streets.
PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

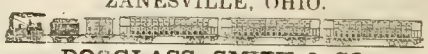
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AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.
†mr3

MUSKINGUM WORKS,
ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

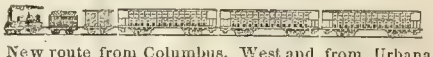
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't
Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 We SecondSt., Cincinnati.

Railroad Line.

Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M.. and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy..... 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train–Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg..... 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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" " six months..... 12 00
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J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati

AGENTS.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 42. CINCINNATI, THURSDAY, DECEMBER 15, 1853. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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The Railroad Record,

AS A

MEDIUM OF ADVERTISING

For Engineers seeking employment: Railroad Companies desiring assistance; Contractors, Manufacturers of Railroad Machinery, Improvements, &c., &c., offers inducements unequaled by any other journal at the West.

Being devoted to Railroad and Manufacturing interests, its circulation, now rapidly extending, is largely among those connected with these interests, and presents at ready and efficient means of bringing to the notice of persons interested all new inventions, improvements, &c.

For terms of advertising, &c., see last column of the last page.

RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing ALL THE RAILROADS constructing completed or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 × 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines ..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the Railrod Record Office will secure prompt attention.

BALTIMORE AND OHIO RAILROAD.

ITS WORKINGS AND CONSEQUENCES.

The Baltimore and Ohio Railroad is one of the most important public works in this country, and unqestionably will be followed by important consequences—if not so much as anticipated in its through traffic—yet in its effects on the country through which it passes, and on the city of Baltimore.

Portions of this work were completed eighteen years since, and last year it was finished to Wheeling, on the Ohio. To Cumberland (180 miles) it has been in operation several years, so that the work of this road furnishes no inconsiderable data by which to estimate the effects of a railway on a grain country.

In one respect, the stockholders of the Baltimore road have been disappointed, viz: the *amount of a through traffic*. The reason for this, at present—whatever may be the ultimate result—is quite obvious. It is not enough to make a railway to the Ohio river in these days of flying. It must go on to the central points—to Cincinnati, Louisville, and St. Louis. These are the points, in the West, where everybody south of the Lake shore concentrate on their way to the East. From those points they go by rail. They will not (with rare exceptions) go three hundred miles by steamboat. We have observed, both on the Hudson and at Cincinnati, the effect of *velocity* in tempting passengers. It may be set down, as a principle of human nature, that *nine-tenths of mankind will take the fastest conveyance, be it what it may*. The old lady, who said she was got to go in the rail-cars; but *never* would go "on them telegram wires!"—was mistaken in her estimate of herself. She would go on the telegraph wires too, if they would take her.

But, Baltimore means to come to Cincinnati and St. Louis; and in doing this, she expects to have great advantages over other Eastern cities. Thus the air-line distances are these:

New York to Cincinnati	.....	560 miles.
Philadelphia	"	500 "
Baltimore	"	430 "

Now, if Baltimore loses nothing in time and comfort in coming to Cincinnati, she unquestionably has the advantage. But all railroads lose distance and time over an *air-line*. In coming to Wheeling, by the Fairmount, she has lost all the advantage which nature gave her. For example:

Baltimore to Wheeling (Railroad)	380 miles.
Wheeling to Cincinnati	246 "
Total	626 miles.

This is nearly 200 miles over the air-line; and not greatly different from the actual Philadelphia route. The Baltimore route has from the beginning been embarrassed and burdened by Virginia legislation, compelling Baltimore to do what there was no need of doing, and costing the Railroad Company at least *ten millions of dollars*. This ten millions is what is now an incubus upon it—depressing its stock, and preventing the immediate accomplishment of its direct connection with Cincinnati.

Notwithstanding this, however, the company will complete the direct route to Parkersburg, which is itself inferior to what the route might have been, had the company been left free to choose. In spite, however, of these burdens and embarrassments most foolishly imposed upon it, the Baltimore Company has already accomplished a great work, and will do more. There is nothing to discourage them, except the enormous and useless cost to which they have been put by narrow-minded legislation. The passage of the mountains—the tunnels which have been made—the difficulties overcome constitute a triumph of skill and perseverance. To Mr. B. H. Latrobe, who has been its constant as well as most skillful Engineer, a praise is due from science, as well as commerce. The passage of the mountains, where he made it, was attended with extraordinary obstacles, which have been successfully overcome.

Having the *twenty-seventh annual report* of the President and Directors before us, we avail ourselves of the opportunity to analyze some of the results of the road.

1.—We are first interested in knowing what effect the completion of the road to Wheeling has had on tonnage. This will shew how far railroads are calculated to carry heavy freight over high grades, and will determine at once the probabilities of a heavy traffic on our Ohio and Indiana Railroads; especially in such articles as coal, iron, flour, whisky, pork, &c. The complete road has been in operation only six months, although

opened in January. The results of these six months traffic, however, we deem extraordinary. The aggregate *tonnage* going from the West, for four years, has been as follows, viz:

In 1850	230,338 tons.
In 1851	245,724 "
In 1852	252,243 "
In 1853	376,079 "

Six months complete travel to the Ohio river produced an increase of tonnage, equal to 50 per cent! The principal articles of heavy tonnage, on which the increase took place, are as follows:

	1852.	1853.	Increase.
Flour	617,604 brls.	666,160	8 per cent.
Tobacco	2,537 hhds.	18,982	650 "
Cattle	2,411 tons.	5,631	133 "
Iron Ore	2,726 "	6,192	125 "
Coal	132,306 "	228,584	70 "

We see here, that not only does the road carry immense amounts of such articles as coal, iron, and flour, but the *increase* is very rapid.

Let us turn now to the freight carried westward:

	Amount.	Increase.
Coffee	7,776,192 lbs.	175 per cent.
Sugar	4,733,017 "	7 "
Molasses	4,083,408 "	7 "
Dry Goods	25,718,023 "	56 "
Groceries	23,778,508 "	30 "
Oysters	1,037,349 "	12 "
Drugs	391,726 "	27 "
Plaster	9,254,710 "	25 "
Guano & Manure	7,497,783 "	55 "

This also is an extraordinary increase for six months, especially the articles of coffee and dry goods. On examining the points to which this freight was destined, we find that *the whole* increase of *coffee* was carried to Wheeling, so that its distribution must have been chiefly in Ohio. *One-third* the increase in dry goods went to Wheeling, and much more than the whole increase of groceries went there also, so that some points on the road must have been supplied from new sources—probably Wheeling itself. The inference to be drawn from this part of the analysis is, that when the Central, the Marietta, Parkersburg, and other roads are opened to the Ohio, then this westward traffic of Baltimore will be immensely increased; and in this, will consist the great advantage of the road to Baltimore City.

2.—Coal Freights. The report shews that the road transported 225,474 tons of coal; and in another part of the report, the price of coal freight, from Cumberland to Baltimore, is placed at $2:25 per ton. This proves two things of importance to Cincinnati;—first, that abundance of coal *can* be carried on a railroad—and *next*, that coal can be freighted from the Ohio beds to Cincinnati at five cents per bushel, which is the price we have heretofore estimated it at; and at which coal can be supplied to the consumers, in Cincinnati, at ten cents per bushel.

3.—The *capacity* of a railroad to carry tonnage freight. The Baltimore and Ohio Railroad supplies some valuable experience on this head. The whole amount of tonnage carried was:

Tonnage, Eastwardly	376,079
" Westwardly	81,316
Tons	457,395

The estimate of the Directors is to carry 1,000,000 tons, when the second track is completed.

Now let us compare this with the result on canals. The Board of Public Works, in Ohio, report, that in 1851, the amount *arrived and cleared*, at Cincinnati and Toledo, on the Miami Canal, was 401,000 tons. The Baltimore and Ohio Railroad has, therefore, already reached the tonnage of the Miami Canal, and must soon greatly surpass it.—The *capacity* of railroads, therefore, to carry heavy freight, in quantities equal to that of canals, is abundantly proved.

We shall advert to this subject hereafter, in order to prove the superiority of railroads, even in heavy freight, over any artificial improvement.

4.—The *Passenger Traffic*. The result of this is curious. It proves, that without a direct and through railway connection with Cincinnati, the Baltimore Railroad has almost no passengers through; and that the passenger traffic is almost wholly way passengers. It is useless for that company to bury itself with lines of steamers, on the Ohio. They can do it no good, except in transporting its way passengers, who are compelled to go that way at any rate.

Here is the exposition of passengers:

Way Passengers	208,562
Through Passengers	2,313
Total	210,875

The *through* passengers thus appear almost nothing. The *through* passengers, on the Little Miami Railroad to Cleveland, (254 miles) probably exceed 100,000. These were almost all to and from New York. Now, what is to turn this stream into another channel? Nothing, but what made it—*a faster route*. When the cars run from Cincinnati, through Baltimore and Philadelphia to New York, in 24 hours, the great stream of Eastern travel will take that route. That *can* be done, and *will* be done. The 254 miles to Cleveland are made in nine hours; and, of course, 500 miles *can* be made in eighteen hours. It will be but 550 miles to Baltimore by the proper route. To New York, but 740 miles.

It is not, however, from a *through* passenger traffic that a railroad is to derive its profits. From every point in the whole country, passengers pass to the nearest city. Hence on a long line proceeding from the city, it is the *way passengers*, thus gathered in, that make the great stream which pours in and out of a city. A railway then *must look to itself* for profits. It must have a *self-sustaining* power in the country through which it passes. It happens fortunately for railways that they have also a *self-creating* power. They build up and improve the country, so that they make business for themselves.

The summering of citizens is not yet understood. Instead of spending time and money in the heats and dissipation of fashionable resorts, they should go to the summits of mountains and streams on our railways—build a cheap cottage, and ruralize in health and retirement. On the pure covered, rock-strewed summits of the Alleghenies are the healthiest places in the United States; and there the pleasure-seeker, as well as the student, may find the sweetest, pleasantest retirement in the world. In time this will be seen, and the ever-green slopes of the mountains will become the resort of East and West, in the pursuit of pleasure, health, and society.

TIFFIN AND FORT WAYNE RAILROAD.

By the kindness of Mr. Gest, we are permitted to publish the following, relative to the great northern connection of the East with the Great West; by which it will be seen that no portion of country could be more favorable for railroad construction.

E. Gest, Esq.

Dear Sir:—In reply to your favor, making enquiries as to the line contemplated from this point to Fort Wayne, I have to say, that though the location is not yet fixed, it will doubtless be on an *air line*. Leaving Tiffin we pass Pleasantville, in Hancock, and Leipzic, in Putnam counties, to New Haven, in Allen county, Ind., where we touch Boody's line. This gives us 95, of 102, miles an air line. No grade over 17 feet to the mile, and 75 miles under five feet to the mile.

Our company is now fully organized, and the line will be located in a few days. It will be put under contract as early as the first of January, to be finished and completed by September, 1855, and will cost about $22,000 per mile fully equiped.

I should be pleased to meet you, that a definite understanding may be had as to our co-operation in the great enterprize of constructing the greatest line of railroad in the world.

Yours truly,

Wm. H. Gibson.

Tiffin, Ohio,
December 7, 1853.

McMINNVILLE AND MANCHESTER RAILROAD COMPANY.

SEMI-ANNUAL REPORT.

The Board of Directors of the McMinnville and Manchester Railroad Company was organized on the 16th day of July, 1852, and, in pursuance of their duties, proceeded, on the 9th day of September following, to locate the road on a line from McMinnville, Warren county, (via Manchester,) to Tullahoma, in Coffee county, forming a junction with the Nashville and Chattanooga Railroad at that place.

DESCRIPTION OF THE ROUTE.

Commencing at McMinnville, it passes through the counties of Warren and Coffee in a direction west of south, to its terminus at Tullahoma, a distance of thirty-four miles, having but little curvature, with a maximum grade of sixty-five feet per mile, and that occurring only at a few points, the grades generally being below thirty-five feet, comparing favorably with roads of the first class.

The topography of the country is favorable to the building of a railway—presenting no very heavy work on any portion of the line, except at three points. At McMinnville, the line crosses the Barren Fork of Collins' river; it also crosses Hickory creek, two miles from McMinnville, and Duck creek at Manchester. These streams will have to be spanned by bridges; which form the heaviest work at any given point on the road.

The owners of the lands along the line from McMinnville to Tullahoma, through which the road passes, have executed to the company the right of way. The company have also secured grounds for depots, work shops, &c., by deeds of conveyance.

The means of the company are:

Warren County Subscription	$60,000
Coffee " "	21.000
Individual "	60,000
Stock of Nashville and Chattanooga Railroad Co.	2,100
Stock taken by Contractors on the work	8,000
	$151.100

The stock is regarded by the company as being all perfectly good—most of the individual stock being guarantied by a second party.

The $8,000 per mile in the bonds of the State to assist in carrying out the internal improvement system in Tennessee, owing to the present high prices of iron, will not now furnish the rails and equip the roads; and, to insure the early completion of such roads as are in a forward state with their work, it is hoped the present Legislature will grant some additional aid.

The graduation and culvert masonry were put under contract in the latter portion of last year; and during the winter but little was done, on account of the excessive rains; but about the first of March last, the work was fairly commenced and pushed forward with more energy all along the line, and is now more than half done and paid for, and will be completed, it is confidently believed, by the first of June next.

The cross-ties for the road have been contracted for, to be delivered by the first day of June next.

A contract has also been entered into for laying down the timbers and iron, and ballasting the track on the whole line.

A contract for building the bridges and laying the bridge masonry, is in a state of negotiation.

Considering the present state of the work, no doubt exists that we shall be able, with some additional aid from the State to enable the company to purchase iron, to complete the road and have the cars upon it during the next year.

PROSPECTIVE BUSINESS OF THE ROAD.

McMinnville, the north-eastern terminus of the road, being surrounded by the counties of Warren, Coffee, Grundy, Bledsoe, Van Buren, White, DeKalb, Cannon, Overton, Fentress, and Jackson—all of these counties being extensively engaged in the growing of live-stock, and McMinnville, being at this time the nearest point of railroad approach—would necessarily be the point of shipment for all the pork, beef, and bacon of these productive counties, as well as of several of the adjoining counties of Kentucky; and, considering its altitude of five hundred and fifty feet above the level of the Cumberland at Nashville, and the consequent purity of the atmosphere, rendering the process of pickling and saving of meats less difficult, offers such inducements to capitalists for the establishment of extensive packing-houses, as will not be overlooked.

These counties also produce a large surplus of grains, fruits and vegetables, and, in addition to these, the heavy forests of timber upon the mountain slopes and borders, are sufficient for the supply of any demand that may arise for lumber from this region in the next century.

It is a fact well ascertained by actual geological research, that extensive beds of coal and iron, of superior quality, exist in this region of country; and when, by the hand of industry, it shall be wrought into merchantable form, must furnish a heavy amount of transportation.

The numerous and never-failing streams in this portion of the country, pouring out of the mountains, and in their downward passage frequently falling over considerable hights, and thus forming a water power for the propelling of machinery, not surpassed, perhaps, by any portion of country of the same extent in the Union.

When it is considered that here are wood, coal, iron and water power, in great abundance and cheap, it cannot be doubted that, when the means of transportation is afforded, capital and enterprize will not be wanting to convert these elements into such articles of use as the wants of the country demand. Indeed, already signs of manufacturing begin to exhibit themselves throughout this entire region of country.

Among the many manufacturing establishments, such as flouring-mills, saw-mills, tanneries, forges, &c., I would mention, that in the counties of Warren and White there are three cotton mills, with a capital of $150,000, now in successful operation, working up over two thousand bales of cotton annually. The raw material, as well as manufactured goods, of these establishments must pass over the road; and, in addition to these, the dry goods, salt, sugar, coffee, and all other articles of consumption which the surrounding country requires, go to make up the amount of freight that must pass over the road. The travel that will pass over it, is altogether conjectural, but must, of course, correspond in some degree with the general business of the country.

It is believed that it will be hazarding nothing to conclude that, from the business already in the country and that which will be produced by creating a demand for whatever the resources of the country may throw upon the market, will make the business of the road a profitable one; and when the roads north of McMinnville are completed to Danville, Kentucky, thereby opening a through communication with Cincinnati and the Eastern and Northern cities, there cannot be a doubt but that the road will yield a large dividend to the stockholders.

P. H. MARBURY,
President of the McMinnville and Manchester Railroad Co.

DAYTON, BLANCHESTER AND MAYSVILLE RAILROAD.

An association has just been formed, and a character obtained, for the organization of a company with power to construct a railroad from the city of Dayton, by way of Blanchester, to a point on the Ohio river, opposite the city of Maysville, in the state of Kentucky, or to said city, should the company so elect and the state of Kentucky consent thereto.

This road may touch the town of Waynesville, in Warren county, and the towns of Fayetteville, New Hope, Georgetown and Ripley, in the county of Brown, with a very trifling deflection from a perfect air-line.

Notice has been given, agreeably to law, for opening books to receive subscription to the capital stock of said company, at Blanchester, on the 26th instant. The friends of this line are sanguine in their hopes of obtaining a heavy subscription along the line, and of a speedy construction of the work.

BREAK OF GAUGE.

DIFFICULTY AT ERIE, PA.

We have seldom met with any occurrence, in the nineteenth century especially, which has caused us so much surprise as the action of citizens and authorities of Erie, in the matter of the change of gauge upon the line of road passing through that town.

This difficulty has been brewing ever since the repealing of the state law of Pennsylvania, relative to the gauge of railroads. By the repealing of this law, it is left optional with the companies to say what gauge their respective roads shall be. The Erie and North-East road, the gauge of which is six feet, being desirous of conforming in gauge with the connecting roads, east and west, determined to make the necessary change, and set about doing so. But the citizens of Erie, deeming themselves aggrieved by this change, warned the company that any attempt to carry the change into effect would be met by opposition on the part of the authorities of Erie, backed by the citizens, even to the extent of demolishing the track, bridges, &c., altogether.

Few persons believed that the threat would be put into execution; but such, nevertheless, has been the fact—the track has been torn up—police officers employed by the company to protect their property have been taken up by the authorities, *and bound over to keep the peace!*—and these misguided men have gone so far as to threaten to destroy the office of House's Telegraph Line, because the operators transmitted reports of their doings for the benefit of the press. We can readily imagine that a feeling of shame at the unmanly part they are playing should dictate the wish that it might not be known abroad.

The contest is still going on, and where it will terminate none can tell.

It requires no great stretch of the imagination to conceive that a few hot brained "sellers of beer and cake" to passengers upon the road, should feel themselves aggrieved by a change which would tend to take away their business; but that the authorities of a town should, by direction of these few aggrieved (in their own opinions) persons, take upon themselves to order out a force to aid and assist in the destruction of the property of a corporate company, in the exercise of rights guaranteed it by the laws of the state, and thus become *rioters* as well as the people, is what we should scarcely have credited, had we not undoubted evidence that such is the fact.

Some of the Press stigmatize this matter as "*a foolish business*," simply. We look upon it as of more consequence than a mere "row" among laborers upon a road, for instance; for in this case, the constituted authorities, sworn to uphold the constitution and laws of the state, are deeply implicated; indeed, are taking the whole matter upon themselves.

Where is the Governor of the State of Pennsylvania? Why was he not prepared for this emergency which he could not but have known would occur?

We can but hope that these misguided men will reconsider their acts, and once more demean themselves as citizens of a peaceful community. They have already inflicted upon themselves a deadly blow; like the scorpion, they have stung themselves to death. How can passengers dare to trust their lives over roads when they are liable to death from the malignity and spite pervading an entire community?

BLUE RIDGE TEMPORARY TRACK.

We observe, by the report of Mr. Ellet, Chief Engineer of the Virginia Central Railroad Company, that he has nearly completed a temporary track across the Blue Ridge at Rockfish Gap.

This temporary track is intended to connect the two points of the Central road, now under rapid construction, lying respectively east and west of the mountain, so as to make the line continuous and efficient, without waiting for the completion of the tunnel through the Ridge, which has been several years in progress of construction by the State of Virginia.

The temporary track was commenced in August, and is expected to be completed by the 1st of January.

The steepest grades are 295,2—3 feet per mile; and we learn from the report that Mr. Ellet proposes to work these grades with "tank engines," or locomotives which carry their supply of water in a tank on the top of the boiler. By this expedient he is enabled to increase the adhesion of the engine, and at the same time dispense with the resistance of the tender, and, of course, increase by so much the effective load.

The speed contemplated, in going over the mountain, is from five to six miles per hour. The temporary track is expected to be used about three years.

We copy from the report the following description:

CHARACTERISTICS OF THE TEMPORARY TRACK.

The annexed profile will exhibit the characteristics of the temporary track:

The ruling grade of the road, on straight lines, is 5,3—10 feet in 100, or 279,84—100 feet per mile.

The maximum grade, on straight lines, is 5,6—10 feet in 100, or 295,68—100 feet per mile.

The minimum radius of curvature is 300 feet, and this limit is adopted very frequently. The maximum grade on such curves is 4,5—10 feet in 100, or 237,6—10 per mile.

The total length of the track, from the point where it leaves the State road on the eastern side, to the summit of the mountain, is 12,500 feet, or 2.37 miles; and in this distance an elevation of 610 feet is overcome.

The total length of the track, from the summit of the Blue Ridge to the intersection of the temporary track with the State road, on the western side, is 10,650 feet, or 2.02 miles; and the track descends in this distance 450 feet.

The elevation of the summit of the mountain, in Rockfish Gap, where it is crossed by the temporary track, is 415 feet above the grade of the State road at the western portal, and 471⅛ feet above the grade of that road at the eastern portal of the long tunnel.

The tunnel descends at the rate of 70 feet per mile, or 56¼ feet in its entire length of 4,248 feet.

The total length of the temporary track, from its intersection with the State road on the western side of the Blue Ridge, to its intersection therewith on the eastern side, is 24,150 feet, or 4.38 miles.

The distance along the State road, passing through the tunnel, measured between the same extreme points, is 18,608 feet, or 3.52 miles. The loss of distance in crossing the mountain on the temporary track, compared with the distance through the tunnel, is, consequently, 86—100ths of a mile, or 4,542 feet.

The cost of this work I estimated at $50,000, over and above the value of the materials that may be used again when the completion of the State road will enable us to abandon the temporary track. But, in consequence of an unexpected delay in completing certain cuts and embankments on the State road east of our intersection therewith, it will be necessary for us to run round these impediments likewise, by which the length of the temporary track will be increased, and the cost of the work somewhat enhanced.

The total length of the temporary track, including the portion around Robinson's hollow and the rock cut east thereof, and that around the second or middle tunnel, is 5.47 miles.

RAILROAD EARNINGS.

FOR OCTOBER 1853,

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD.

The earnings of this road for October 1852 and 1853 were as follows:

October, 1853	$113,970 87
October, 1852	95,990 96
Increase,	$17,979 94

NEW YORK CENTRAL RAILROAD.

The particulars of the earnings of this company are as follows for October 1852 and 1853:

l or Passengers	$332,445 34
For Freight	223,500 00
	555,945 04
Receipts for October 1852	416,541 17
Increase	$139,404 17

LITTLE MIAMI RAILROAD.

The earnings of this company for October 1853 compare with the same month of 1852 as follows;

October, 1853	$90,070
October, 1832	85,202 44
Increase	$5,867 56

A NOVEL AND IMPORTANT SUGGESTION

AS TO THE PROPER MODE OF CONSTRUCTING THE PACIFIC, OR OTHER LENGTHY RAILROADS.

The following we take from the Louisville *Journal*, as being worthy of the consideration of railroad men. It advances some new ideas; but supports them with plausible reasonings, though whether true or false, we are not competent to say. It is, nevertheless, a subject which will, for the next few months, occupy the attention of the community, and any light thrown upon it is acceptable.

As the communication is somewhat lengthy, we shall give but a portion of it in this issue, and the remainder in the succeeding numbers.

The communication is addressed to a friend and is as follows:—

Louisville, Nov. 23, 1853.

My Dear Sir:—In my last, I promised you an explanation of the plan I had previously suggested to you for improving the speed, safety, and comfort of railroad traveling.—Knowing the interest you feel, as a public spirited man, in all legitimate works of public improvement and particularly in the great project of a railroad to the Pacific ocean, and feeling confident of your ready appreciation of any plan for the construction of that road which will combine desiderata absolutely necessary to its prompt and speedy completion, as well as to its safe and successful operation when completed, I have the more readily promised this, as I consider the plan peculiarly fitted for this road, and upon a scale fully commensurate with its importance. The want of the desiderata referred to, although felt upon all of our long main lines, must be more seriously felt upon that than any other, precisely in proportion to its length and the primitive state of the country through which it must pass. The conditions, which every practical railroad man must concede as necessary to enable this road to triumph, *in our generation*, over all the difficulties in the way of its construction, and regular, systematic, and successful operation, are:—1st. Greatly increased speed, with at least the same safety as at the present rates. 2d. Greatly increased safety. 3d. Increased capacity, with accomodations and comforts for travelers far beyond any that can possibly be obtained on our present roads. And all these conditions must be obtained with a durable and substantial road-bed upon "terra firma" By the method I have suggested, the very elements, out of which any one condition is complied with, are the elements out of which all the others are fulfilled, and there can be no question as to obtaining the following results, viz: The easy attainment of a speed of one hundred miles per hour, increased safety, even almost to the extent of absolute immunity from derailment, by reason of unseen imperfections in the track, and from the breaking of axles, increased accommodations and conveniences, even to the extent of sleeping rooms, eating rooms, sitting rooms, and all the comforts which may be had upon our steamers. This, at first, may seem rather a startling proposition, but is it half as startling as was deemed the first proposition of running a locomotive engine at a speed of ten miles an hour? It will be remembered that a noble English gentleman agreed to *eat* the first engine which should ever accomplish this speed? With all that has been accomplished since that time, I am yet unable to sit quietly down in the conclusion that perfection has been attained in the manner of constructing railroads and railroad machinery, but I have faith to believe that as many and as great improvements are yet to be made as have been made since the "Rocket" made her first memorable trip.

Both theoretically and practically, the obstacles which prevent a speed of one hundred miles per hour upon our present roads are sufficiently obvious. It is an indisputable fact that, in order to increase the speed of locomotive engines, increased diameter of driving wheel is necessary, and then increased boiler or evaporating surface is necessary to create power for these large wheels. Granting that this increased power could be obtained to the extent required for a speed of one hundred miles per hour, it is manifest that, with driving wheels of the proper size, say ten to twelve feet in diameter, engines upon the ordinary general plan of construction would be so high, in proportion to their base, that the speed would be unsafe. The speed would be unattainable for the reason that the engine could not be kept upon the track. Absolute perfection in a railway track is not to be attained, or, if it were, it could not be maintained. The crushing of the timber under the rails, the giving way and settling of the joints, the settling of the earthwork, the crushing and wearing of the rails; all these are contingencies not to be avoided, and occuring more or less, as the materials are better or worse out of which the road bed and tracks are constructed.—With our best railways thoroughly ballasted with the cleanest gravel, and the best materials throughout, these difficulties occur in every road; and a speed of one hundred miles per hour would not be safe, even if the requisite wheels and power could be obtained. But the power cannot be obtained to the required extent for any *useful service* upon the ordinary gauge of road.

These difficulties would naturally bring us to the conclusion that a wider gauge is necessary. Increased width would of course give more space for boiler, would admit larger wheels without raising the center of gravity, and would thus permit increased speed with safety. That is to say, the inequalities and imperfections of the track remaining the same, a higher rate of speed would be allowable and attainable upon a wide than upon a narrow gauge. This theory, however, only applies, in its fullest extent, upon a straight line of road. An increase of gauge brings up other difficulties, viz., increased friction upon curves, increased tortion of axles, increased wear and tear of road by reason of the necessarily increased weight of engines, &c.; and all these without attaining advantages of speed, safety, capacity, and convenience to the extent required. I consider any material increase of gauge, therefore, inadmissible, although I consider an increase of base an absolute condition in obtaining these advantages.*

To establish the assertion I have made with regard to the limit of speed of engines with limited drivers, I beg to state the results of experiments made in England within a year or two past, with an engine constructed upon the most approved proportions, having drivers seven feet in diameter. I have not the published statement at hand, but the experiments were first upon a cold inclement day, a wet rail, with an unfavorable wind, and under circumstances entirely at varience with the necessary conditions for making high speed. The result was seventy-one miles per hour, the engine having a surplus of steam and "blowing off" all the time. A few days subsequent to this it was again taken out, under what were considered the most favorable circumstances, fair weather, dry rail, and no wind. The result was precisely the same, a speed of seventy-one miles per hour, and with no apparent difference in the amount of surplus steam. The conclusion is irresistable. The speed of the engine was not limited by outside conditions of track or weather, but depended entirely upon something inherent in the engine itself — the absolute incapacity of the pistons and connections to move any faster:—the inability of the steam to enter the cylinders and exhaust with any greater rapidity. It follows therefore that had the engine been constructed with larger driving wheels, it would have had capacity for a higher rate of speed, for there was no difficulty experienced in generating steam. But it is questionable whether with the increased drivers and the consequently increased hight of boiler, it would have been compatable with safety to have driven it even at so great a speed as seventy-one miles per hour. It may not, therefore, be impossible to manufacture an engine, *simply as an experiment*, which could be driven at a speed of *perhaps* one hundred miles per hour, provided the *condition* of the *track* did not present insurmountable difficulties. These I have before referred to. To a certain extent they are unavoidable, and the motion, both vertical and lateral, thereby created will always present an insuperable obstacle to any great increase of speed upon the ordinary gauges, even if *power* for *useful purposes* could be obtained. The most perfect track if, examined critically shows a succession of vertical curves by settling at the joints, even if depressions are found at no other point. These low joints, if equally depressed, when opposite, create a vertical motion only, and when laid alternate or not opposite, create a lateral or vibratory motion still more inconsistent with high speed. It is found, that in consequence of the loose nature of the material near the sides of the road bed the harder and more compact material in the center becomes a fulcrum upon which the track vibrates, and where a depression is found in one rail, a corresponding elevation is very generally found in the opposite one. This is more particularly the case where the joints of the rails are laid alternately. There is then, at the center *a neutral point* where there is no disturbance. Could a load be sustained at this point, it is evident that no motion, under such conditions, would be communicated to it, or, taking the worst feature, viz: a settling of one rail, without the corresponding elevation in the other, and it is evident that but one *half* as much disturbance occurs at the *center* as at the depressed rail Under the present mode of construction, the car-bodies and the loads are sustained at points nearly over each rail, and, as a necessary result, a disturbance of the level of the car and its load. The higher and wider these are, the greater and more dangerous is the motion,*

(*To be Continued*)

*Would not the "*Compound Car Axle*" described in the Record, page 548, tend much to obviate the friction on curves? Ed.

*Many if not all of the objections urged herein against the ordinary T rail would be entirely obviated by the use of the "*Patent Compound Rail*," by which all "*sinking at the joints* is entirely prevented because *there are no joints*, the rail being continuous throughout.

CINCINNATI SYSTEM OF RAILROADS.

The following article makes part of a letter published in the New York *Times* of December 5th. It is a very accurate account of the Southern system of railroads, which will hereafter be connected with Cincinnati. The intimate connection, by railroad, to exist in future, between Cincinnati and the south-western coast of the United States, can hardly be realized at the present time. We believe, nevertheless, that the representation below is not exaggerated:

To give you a bird's-eye view of the system of railroads centralizing at Cincinnati, I may generalize thus: On the eight principal points of the compass there will be *nineteen main lines* entering at Cincinnati. There will probably be but *seven* depots, some of the roads entering the city on the tracks of others. In this view I include the opposite towns of Covington and Newport. These lines, with their distances and terminations, are as follows, beginning at the West:

1.—Ohio and Mississippi Railroad, 335 miles, St. Louis, Mo.
2.—Lawrenceburg and Lafayette, 165 miles, Layfayette, Ind.
3.—Central Indiana, via Eaton, 189 miles, Terre Haute, Ind.
4.—Cincinnati and Chicago, 254 miles, Chicago, Ill.
5.—Cincinnati and Hillsdale, 250 miles, Hillsdale, Mich.
6.—Cincinnati and Toledo, 205 miles, Toledo, Ohio.
7.—Cincinnati and Sandusky, 216 miles, Sandusky, Ohio.
8.—Cincinnati and Cleveland, 254 miles, Cleveland, Ohio.
9.—Cincinnati, Warren and Franklin, 300 miles, Franklin, Pa.
10.—Cincinnati, Steubenville and Pittsburgh, 270 miles, Pittsburgh, Pa.
11.—Ohio Central, via Newark, 266 miles, Wheeling, Va.
12.—Wilmington and Circleville, 245 miles, Wheeling, Va.
13.—Cincinnati and Marietta, 255 miles, Wheeling, Va.
14.—Cincinnati and Hillsboro', 185 miles, Parkersburg, Va.
15.—Cincinnati and Knoxville, via Lexington, 260 miles, Knoxville, Tenn.
16.—Cincinnati & Pensacola, via M'Minnville, 780 miles, Pensacola, Fla.
17.—Cincinnati and Nashville, via Danville, 280 miles, Nashville, Tenn.
18.—Cincinnati and Louisville, 106 miles, Louisville, Ky.

You may ask "How many of these will be finished? Are they not on paper only!" By no means. All of them I regard as perfectly secure, except Nos. 5, 9, 14 and 15. The Cincinnati and Mackinaw Line, via Hillsdale, is a new project, but which has decided merits. The Broad Gauge Line, by Warren and Franklin, is said by its friends to be entirely certain. The Hillsboro' and Parkersburg line has a large force upon it, and, it is said, will be carried through by the Baltimore interest. Great efforts are making to secure the route from Danville to Knoxville—and I think they will be successful. You may ask, Why put down that long line from Cincinnati to Pensacola? Because a large part of it is actually under contract. It is the only direct North and South line in the nation, except the Mobile and Ohio Railroad. You may rely upon it, that this comparatively unheard of line is to be one of the most important in the entire country. We are binding the North and South together with a *chemin d'fer*. Did you know that Pensacola is one of the very best harbors on the continent of America? Did you know that it is the best situated of all of them for the Gulf trade? It looks off upon both the Gulf and Atlantic, and it fronts that beautiful Cuba—of which you all talk so much.

I am happy to inform you that the cars have begun to run on forty-seven miles of these Southern roads—on the Covington and Lexington Railroad. It is only an item now; but, as the French say, it is a *commencement de la fin*. From Danville, Ky., the present termination of the Covington and Lexington Railroad line, the South-Western Railroad will continue it to M'Minnville, Tenn.; thence to Winchester; and thence, by other lines, to Selma, Ala.; thence to Pensacola, Fla.

From Danville southwest, the counties of Kentucky are subscribing liberally to the Nashville line; and I think that the work may be considered as secure. From Nashville it connects directly with New Orleans and Mobile. A large meeting has been held, in Kentucky, to consider the route from Lexington to Knoxville. A survey has just been completed, by which it appears that the Cumberland Mountain can be passed at the Elk Gap, with a grade of no more than 52 feet. Heavy subscriptions have been made on the Tennessee part of the line. The Kentucky section is thinly populated; but great efforts are making—and they will probably be successful—to complete the connection between Cincinnati and Knoxville. Thence the Blue Ridge Railroad, through the Georgia Gap, will make a direct communication with Charleston, S. C. By the Tennessee railroads, there is a connection at Dalton, Ga., with all the Georgia railroads.

You will see, by this statement, that on the completion of the three southern prongs, Cincinnati will have a direct line of railroad communication with every city on the Gulf of Mexico, and the Southern Atlantic—New Orleans, Mobile, Pensacola, Savannah and Charleston. Each one of these—even New Orleans—will be less distance, by railroad, from Cincinnati, than New York now is by Erie Railroad. Look at that fact a moment, and consider its immense importance to the internal trade of this country! You can hardly imagine the consequences. When low water almost forbids the transit of any sort of produce and merchandize on the Ohio and Mississippi, these railroads will be overburdened with the transit. When the yellow fever, or other diseases of the South, press on New Orleans, Mobile, Savannah, &c., thirty hours will take their inhabitants to Cincinnati, and fifteen hours will take them to the Cumberland Mountains. Vast changes, you may depend on it, are about to concur in the channels of trade in the interior of our great continent. They cannot now be estimated properly, because we have been accustomed to see trade flowing only on one or two routes, and have not considered that the products and persons of an immense territory cannot be confined to such narrow channels.

VIATOR DEL OCCIDENTE.

HILLSBORO' RAILROAD—MODEL CONDUCTOR.—Having occasion, a few days since, to pass over the Hillsboro' road, we placed ourself in one of the cars under the charge of Conductor Whitcomb, leaving this city at 3.10 o'clock, P. M.

Though no event worthy of note occurred upon the journey up and down this road, yet we cannot refrain from giving publicity to the impression made upon ourself, and others, by the gentlemanly bearing and polite attention of Mr. Whitcomb on that occasion: indeed it was a topic of conversation, on several occasions, among the passengers. There was none of that official consequence usually assumed by conductors; but being a gentleman himself, he treated his passengers as gentlemen.

We heartily congratulate the Little Miami road on having such a conductor. We would that there were more of them; their rarity it is which makes the present instance worthy of note.

BALTIMORE AND OHIO RAILROAD.—We notice, since the resignation of Mr. Parker, as Superintendent of this road, that the office of Superintendent has been abolished; the duties of that station falling upon the "Master of Transportation."

Mr. Parker held the post of Superintendent of the Baltimore and Ohio road some five years; and performed the arduous duties of that station with great ability, courtesy and intelligence. We regret to hear of his resignation.

Mr. Done, master of transportation, is, as we learn, a highly intelligent gentleman, and will make a distinguished mark as a railroad officer.

We are pleased to know the prospects of this road are so good; for having good and capable officers, it cannot but prosper. It is now in a situation to accommodate a large business; and there is little doubt but that it will find all that it can do.

DAYTON AND MICHIGAN RAILROAD—OPEN TO PIQUA.—An excursion train with some two hundred of the citizens of Troy, ran up to Piqua on Wednesday, November 29. The company dined in the "Border City," and returned to Troy in the evening. The track will be ready for business in about two weeks, when trains will run regularly between Dayton and Piqua.

☞ The Rappahannock Canal was sold on Friday last for $292,000, to satisfy a loan which the State of Virginia had made to the company. W. Gordon was the purchaser, he acting for a company of which he was one. The debt which this sale was to satisfy was $127,000.

Communication.

EATON, HAMILTON AND RICHMOND RAILROAD.

It affords us no little satisfaction to present the following communication from the gentlemanly Superintendent of this prosperous road.

It has ever been an enigma, to even railroad men, at the East how it is possible for such short, local lines to pay *any* dividend. This inability to comprehend this seeming anomoly arises from an ignorance of the capabilities of our western country for producing, which can only be realized by personal inspection. We shall enter more fully into this matter in the article on "Railroad Earnings," in a succeeding issue.

The Eaton, Hamilton and Richmond road is a very important connecting link in the roads from Cincinnati to the North-West. Its location in the heart of a very fertile section of the Miami Bottom, is also a source of wealth to the road, while it affords accommodation to the farmers along its line for transportation to market of their surplus products.

The per centage of increase of the earnings, as shown below, is far beyond that of any other road within our knowledge—and betokens a high state of prosperity.

For the Railroad Record.

E. D. Mansfield, Esq.

I avail myself of your valuable medium to lay before the friends of our road the accompanying summary of its business, feeling that it will be as gratifying to them, as it is to the officers of the company to have it in their power to assure them of the ultimate success of their enterprize.

As yet, the business upon this road has been entirely of a local character; from and after this month, we shall be able to secure two or three passenger and freight connections with the Central Indiana Railroad Company at Richmond, giving us an outlet to Western and Northern Indiana and eastern portions of Illinois, as well as connecting directly with Chicago.

Our connections with the New Castle and Logansport Railroad Company are just opened, and will throw upon our road a large amount of through business.

With these western connections we feel an assurance that the increase of business upon our road will, for the next six months, fully equal our present local business.

The earnings of this road for the month of November. 1853, as compared with same for 1852, are:

	1852.	1853.
Passengers	$1,635 53	$4,946 37
Freight and Miscellaneous,	2,336 28	5,024 24
	$3,971 81	$9,970 57
Increase, 151 per cent		$5,998 76

The earnings for the seven months ending November 30th, 1853, compared with corresponding period, 1852:

	1852.	1853.
Passengers	$7,618 51	$26,728 09
Freight	13,188 07	26,824 67
Mail Service	750 00	1,075 00
	$21,556 58	$54,627 76
Increase, 153 per cent		$33,071 18

I am, very respectfully, yours, &c.,

D. M. Morrow,
Superintendent.

Office, E. & H. R. R. Co.,
Eaton, December, 5th, 1853.

GREAT RAILROAD ENTERPRISE IN TEXAS.

The New York correspondent of the New Orleans *Bee*, in his last letter, gives the following interesting account of the prospects and route of a most important enterprise;

"Col. William C. Lacy, of Texas, whose return to this country from Europe I noticed some weeks since, has succeeded, to his most sanguine expectations, in accomplishing the object of his mission. He went out as agent for the Galveston, Houston and Henderson Railroad Co., which was incorporated in February last, for the purpose of raising on their bonds a sum sufficient to construct the road. This he has done, an eminent London banker having loaned the requisite funds. The route was surveyed last May; and as two hundred laborers are now on their way to Galveston from this city, and three hundred have been sent to the same place from Liverpool, it will be seen that operations have commenced in earnest. It is supposed that the road will be completed as far as Houston by next June; to complete it to Henderson, a distance of 210 miles, will probably require two years. This road is destined to be one of the most important in the whole Southwest. It will connect in Rusk county with the New Orleans and Opelousas road, and will thus open direct communication between your city and Galveston. Running as it will through some of the finest lands of Texas, it will be of incalculable benefit to this whole section of country, and will afford market advantages to a cotton and sugar district of unsurpassed richness. Richard B. Kimball, of this city, has been elected President of the company; and there is every reason to anticipate for the enterprise, the most triumphant success.

Fell Through.—A gentleman from Warsaw informs us that the contractors of the Fort Wayne and Chicago Railroad had finished the embankment across the "Tamarac," immediately east of that town, to fill some eight or ten feet, but some time during last week it "fell through," and entirely disappeared; instead of the embankment, there is a small lake extending from side to side, near a quarter of a mile in length.—*Fulton Co. Flag.*

MISSISSIPPI CENTRAL RAILROAD.

CELEBRATION AT HOLLY SPRINGS.

Wednesday last (Nov. 23,) was a day of general rejoicing for the citizens of Marshall county. At an early hour our town was thronged with people from Marshall and the surrounding counties to witness the ceremony of "breaking ground" on the Mississippi Central Railroad. The procession was formed on the square, the Oddfellows, Masons, Military, citizens and pupils from the various male schools joining, it then marched to the spot selected for the celebration. Mr. Clapp, orator of the day, delivered an oration on The Origin, Progress and Influence of Railroads. It was a complete and masterly effort, and the orator showed himself to be a perfect master of his subject. Mr. Clapp has won for himself a reputation, as a Railroad orator, which any man should be proud of. Addresses were delivered by Mr. Goodman, (the President of the Board) Major Barton, and other distinguished guests. The books were then opened for subscription, and stock to the amount of $38,000 was taken. The company then proceeded to go through the ceremony of breaking ground. The first spadeful was thrown by Col. Walter, to whom the company considered the honor due for his exertions in behalf of the great project. The President and Directors following, and the ladies joining in. After the ceremony was over the company, numbering four or five thousand, proceeded to partake of an elegant free Barbecue prepared for the occasion. It was an era in the history of North Mississippi, and long will we look back to it as a day fraught with the best interest of Marshall and of the State. The shrill cry of the whistle, and the rush of the engine, will ere long be heard in our midst. God speed the work! —*Holly Springs Banner.*

We should be pleased to receive a copy of Mr. Clapp's address.—Eds. R. R. R.

Lyons and Missouri Railroad, Iowa.—H. H. Phelps, of Oneida county, New York, has been appointed Superintendent of the Lyons Railroad. Mr Phelps was Superintendent of the Syracuse and Utica Railroad, and has therefore the advantage of experience in railroad matters. He is well spoken of by those who know him.

Bridge Cables.—We learn from the Covington *Journal*, that on Wednesday last, the first wire cable for the Newport and Covington Suspension Bridge was drawn across the Licking from Newport. A large rope was attached to the cable, one end of the rope was passed across to this side of the river, and fastened to a wagon drawn by six horses; and thus with the aid of pulleys on this side, and rollers and drums on each bank and on the hulls of steamboats in the river, the work was accomplished.

There are eight cables, each 902 feet long. Six of these are formed of 250 strands of wire each, the remaining two of 308 strands each. The aggregate weight of the cables is 88 tons.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97¼	100
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	96	98
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	109	110
Do do	2d " convertible	7	1859	102	103
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¾	94
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

I E OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but up the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	107	110
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago			
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	90	92
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana		60	70
Columbus and Xenia	50	112	115
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami		70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	90	92
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	100	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	118½	119
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	80	82½
Madison and Indianapolis		67	7
Marietta and Cincinnati	50	60	70
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110¼
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	77¾	78
Northern Indiana		123	125
Ohio Central	50	90	95
Ohio and Indiana		65	75
Ohio and Mississippi	50	87½	90
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	108
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	65	70
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50		
Virginia Central			

As we are desirous of making these tables as perfec and comprehensive as possible, we shall be much oblige for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121¼
Do	6	1868	122¼	122¾
Do (int. ceases July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	114	116
Do	6	1860	108	110
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	91	92
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	½prem	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ₱ ct. discount.	
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ₱ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$185
80 acre warrants	90	92
40 acre warrants	45	47

MONETARY.

At the East the Money Market is easy. Money is in demand, but the supply is fully ample. Out-of-door rates on prime security is but a trifle over legal rates; less known paper 7@10 per cent. The banks are discounting freely for their customers.

Gold is being received in large amounts from California. The shipment of specie has somewhat increased. Foreign Exchange ranges from 108¾@109½ for Produce Bills, 109½@110 for best names.

Government and State Stocks are in demand. Railroad Stocks and Shares are buoyant, and advancing. Premium Stocks are in demand.

At the West, we have no change to make in our quotations for money.

Exchange we quote ½@¾, and plenty.

In Stocks and Shares we note less activity, though the best shares maintain their prices. We find difficulty in making quotations of the value of Railroad Bonds, as so few are negotiated here. We make a few alterations taken from Eastern sales.

The following sales of Bonds at auction were made by Messrs. A. H. Muller on Wednesday, 7th. There was a large attendance.

$8,000 Toledo, Norwalk and Cleveland Railroad 1st Mortgage 92
4,000 Do. do. do. do.... 91¾
14,000 Do. do. do. do.... 91½
4,000 Do. do. do. do.... 91
2,000 Greenville & Miami Railroad Convertibles.. 81½
1,000 Maysville and Lexington Railroad 6's..... 70
1,000 Buffalo, Corning and New York Railroad 1st Mortgage 75

The following sales were made by the same firm on the 3d inst.;

$5,000 Canadaigua & Corning railroads 2d Mort. 7s, 78
1,000 Boston & Troy railroads convertible 7s, ... 69
5,000 Racine City 7s, Racine & Miss. railroads 68
1,000 Maysville and Lexington railroads 6s..... 86
4,000 Lyons (Iowa) Central railroad convertible, 7s, div. off..... 65
20.000 N. N. and Liverpool U. S. Mail Steamship Co. (Collins)..... 70
40 shares Erie and North-East railroad..... 106
96 do Frankin Canal Co. Erie and Ohio railroad 98
30 shares Cleveland and Toledo railraad..... 90½

SALES OF STOCKS AT AUCTION.

By Hewson & Holmes, Merchants' Exchange.

CINCINNATI, December 10, 1853.

8 shares Cincinnati, Hamilton & Dayton Railroad Stock, bid..... no bid.
60 " Covington and Lexington Railroad Stock, no interest, bid..... 65 50
36 " Do. do. buyer pay int. no bid.
40 " Lawrenceburgh and Upper Mississippi Railroad Stock, buyer gets interest, bid 64 50
20 " New Albany and Salem R. R. Stock, bid 54 50
31 " Covington and Lexington Railroad Stock, buyer gets interest from 6th December, 1852, bid..... 73 50
50 " Cincinnati, Hamilton and Dayton Railroad Stock..... withdrawn.
40 " Little Miami Railroad Stock, less dividend, bid..... 111 00
50 " Do. do. dividend to buyer, bid..... 117 00
100 " Cincinnati and Hillsboro' R. R. Stock, on credit of 4 months, (private sale) 60 00
20 " Ohio & Mississippi R. R. Stock, dated Oct. 13th, 1853, bid..... 80 50
20 " Do. do. do. passed.
40 " Mad River and Lake Erie Railroad Stock ..... no bid.
40 " Indianapolis and Bellefontaine R. R. Stock, bid..... 87 00
59 " Greenville and Miami R. R. Stock... no bid.
13 " Kentucky Trust Co. Bank Stock, buyer gets dividend, bid..... 98 00
30 " Eaton and Hamilton Railroad Stock, bid 56 00
5 " Peach Orchard Coal Co. Stock, all paid up, per share ..... no bid.
60 " Marietta and Cincinnati R. R. Stock. no bid.
50 " Cleveland and Pittsburgh R. R. stock no bid.
30 " Columbus, Piqua and Indiana Railroad Stock..... no bid.
30 " Columbus and Xenia Railroad Stock, buyers, 10 days, bid..... 110 50
26 " Firemens' Insurance Co. Stock..... no bid.
41 " National Insurance Co. Stock..... no bid.
50 " Merchants and Manufacturing Insurance Stock..... no bid.
20 " Ohio and Mississippi Ins. Co. Stock.. no bid.

December 14, 1853.

50 shares New Albany and Salem R. R. Stock, dividend $1.50 per share, on Jan. 1, 1854..... 50 00
74 " Do. do. do. no bid.
72 " Eaton and Hamilton R. R. Stock, bid 56 25
30 " Ohio and Mississippi R. R. Stock, $900 paid, $600 not yet due, unpaid..... no bid.
24 " Covington and Lexington Railroad Stock, interest, $82:40 to buyer, bid. 69 50
31 " Do. do. Interest 1 year to buyer, bid..... 68 50
35 " Terre Haute and Richmond Railroad Stock ..... no bid.
50 " Cleveland and Pittsburgh R. R. Stock no bid.
28 " Cincinnati, Hamilton & Dayton Railroad Stock, bid..... 103 50
30 " Indiana Central Railroad Stock..... no bid.
100 " Mad River and Lake Erie R. R. Stock, no bid.
30 " Dayton and Western R. R. Stock.... no bid.
60 " Peru and Indianapolis R. R. Stock... no bid.
36 " Indianapolis and Bellefontaine R. R. Stock ..... no bid.
30 " Little Miami Railroad Stock, less dividend..... no bid.
100 " Columbus, Piqua and Indiana Railroad Stock..... no bid.
41 " National Insurance Co. Stock..... no bid.
30 " Columbus and Xenia R. R. Stock, less dividend..... no bid.
30 " Hillsboro' Railroad Stock, bid..... 50 00
5 " New Castle and Richmond Railroad Stock, bid..... 47 00
8 " Cincinnati, Hamilton & Dayton R. R. Stock..... no bid.
30 " Lafayette and Indianapolis Railroad Stock..... no bid.

GREAT WESTERN (CANADA) RAILROAD.—This road, to be completed through from Hamilton to Detroit on the 1st January, is already in operation, in part. Trains run regularly from Niagara Falls to Hamilton, and gravel trains run 75 miles further west, to London. The following is given as the distance and probable time, by this road, from New York to Detroit:

	Distance.	Time.
Detroit to the Falls	228 m.	8:40 h.
Falls to Rochester	72	2:00
Rochester to Albany	228	8:44
Albany to New York	144	4:75
	Miles. 676	hours, 24:19

Miscellaneous.

MILK OF INDIA RUBBER.

The astonishing increase of the use of India rubber in this country, which has reached this past year a consumption of 3,500,000 lbs., has given the Bralizan product a commercial importance, titling it to our notice; and the rapid advance in the price of the raw material from 20 to 65 cents per lb. naturally suggests inquiry as to the cause of such a rise, which, unless checked, threatens to very materially reduce its usefulness,

For several years past the price has ruled from 40 to 70 cents for an article which ten years ago was supplied at 15 cents.

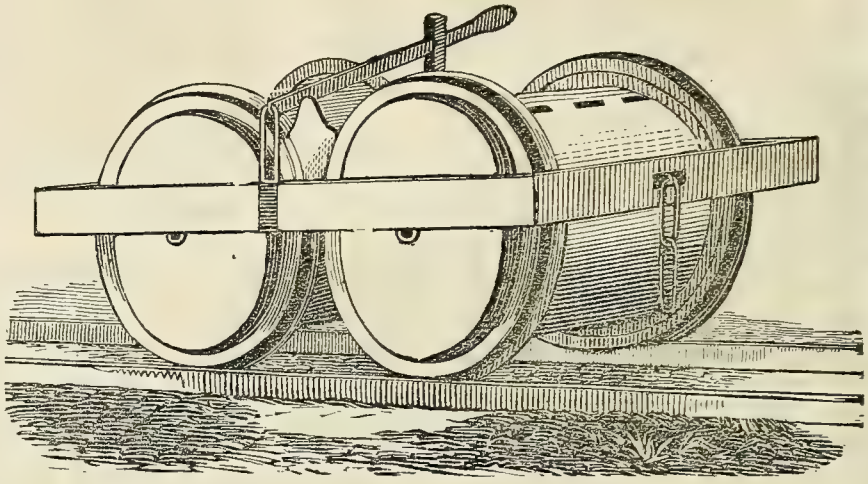
The reply which importers give to our inquiry is, "short supplies at Para." But why should supplies be short of the established demand, for an article of spontaneous growth, and throughout the tropics most abundant?

From the best information we can obtain, we are led to believe that this is mainly owing to the indolence of the natives want of inland communication, and the great amount of labor necessary to dry and smoke the milk after it runs from the tree; and all attempts heretofore made to ship the fluid rubber, have totally failed of success—as the product curdles and separates like the milk of animals, becoming in a very few hours offensive and nearly valuless. Persons interested in the fabrication of India rubber, have, for many years, been experimenting with a view to obtain the limped rubber in order to work it without machinery and sulphur, and for more delicate purposes and uses than could be attained with the ordinary article. All attempts, however, have failed of success, until in the summer of 1852, our Consul, resident at Para, succeeded by a chemical combination, in preserving it sweet and limpid, and in sending it, in its pure white milky condition to his friends in this city. Since then an agent has been placed in Brazil to superintend the preparing and forwarding of this new and valuable product, and several shipments have been received, all in perfect condition, fully establishing the entire practicability of the enterprise.

Consumers may now look for regular and abundant supplies, and although the first shipments of the milk have commanded a a higher price (having been sold at $1 50 per lb.,) from its decided superiority for many purposes over the dried article; yet, from the fact that it can be produced without the tedious labor of smoking, and that the natives can consequently collect ten times the amount in a day—and from the circumstances that an incorporated company, with a chartered capital of one million of dollars, have purchased the letters patent for this country, and are about embarking extensively in the importation of the article, intending to turn their attention to all of the States of Central America, as well as to Brazil and British India, for supplies; we have no doubt the supply will soon equal the demand, and that the price will recede in consequence with the increased supply.—*N. Y. Jour. of Com.*

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

ACKNOWLEDGMENTS.

HUNT'S MERCHANTS' MAGAZINE.—The December number of this valuable monthly, completing the 29th, volume of the series, came promptly to hand. We can only say of it that it fully sustains the character heretofore earned by it, for ability and efficiency in its management, and for utility and correctness in its information. It contains a mass of matter appertaining to the commerce of the country, to be found in no other single vol. and which is invaluable to the mercantile community.

PARLOR MAGAZINE for December.—This valuable family periodical is again upon our table.

Mr. Jackson, the publisher, has secured the talents of Miss Alice Carey as associate editor, and G. W. L. Bickley, late editor of the "Western American Review," which periodical has been united with the Parlor Magazine. With this aid at command, the Magazine cannot but be ably conducted, and entitled to the patronage of the reading community.

2000 MEN WANTED

On the Mississippi Central Railroad.

APPLY TO

HEALY, HOLMAN, SIMS & CO.,

HOLLY SPRINGS, MISS.

nov19-3t

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows:

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Office of the *Cincinnati, Harrison and Indianapolis Straight Line, and Cincinnati, Indianapolis and Chicago Railroad Companies*, in Cincinnati, until the 23d day of January next, for the Grading, Masonry, Bridging, and the entire construction of the road from the City of Cincinnati to the City of Indianapolis, via, the Whitewater Valley.

Plans and Specifications will be ready for inspection at the Office of the Egineer, (West Third st. Cincinnati, on and after the second day of January next.

Any further information can be obtained by applying to E. M. Gregory, Cincinnati, John Wayne, Brookville Ia., or J. W. Taber, Miamitown O.

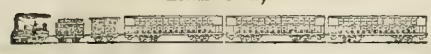
E. M. GREGORY, President.

PHINEHAS POMERY, Chief Engineer.

J. W. TABER, } Secretaries.
JOHN WAYNE, }

dec8-tt

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water station, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

NOTICE TO CONTRACTORS.



Covington and Ohio Railroad.

PROPOSALS will be received at the office of the Covington and Ohio Railroad in Covington, until the 15th of December next, for the Graduation and Masonry of about seventy-five miles of the above road; of which the eastern portion, comprising fifty miles, lies next west of Covington, and the western, portion consisting of about twenty-five miles, lies between the Kanawha river and the mouth of Big Sandy. A large share of the work to be let—including Bridging and Tunnelling, is heavy and desirable, and well worthy the attention of responsible Contractors The western sections of the above work are now ready for examination, and the eastern portion will be prepared for inspection by the 8th of December.

Further information may be obtained on application at the Company's offices, at Guyandotte and Covington.

By order of the Board.
CHARLES B. FISK Chief Engineer.

N. B.—The Board of public works of Virginia, under whose direction the Covington and Ohio Railroad is to be constructed, on state account, will meet at Covington on the 15th of December, above named, for the purpose of receiving and acting on the proposals which may then be offered.

November 15, 1853.

Dec 1,-tt

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No. 64 Second St., one door west of Broadway.
†mr10

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted:—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,
W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,
IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,
THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

IMPORTANT TO
RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.
Address, OSGOOD & BLAKE,
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CARDS.

A CIVIL ENGINEER,

Of several years experience, is anxious for an engagement, in charge of Preliminary Surveys, or Construction.

Address P. P., X. Y., this office.
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ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.,
Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF
Marietta and Cincinnati R. R. Co.,
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
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BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.
GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS,
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CINCINNATI, O.

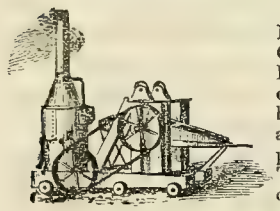
ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.
Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
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P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

HENRY TANNER vs. *The Hudson River Railroad Company.* } Circuit Court of the United States for the Northern District of New York.

THIS was a suit brought by the plaintiff for an alleged infringement of letters patent granted to him as assignee of the inventors, L. H. THOMPSON and A. G. BACHELDER: 'for an improved Railroad Brake,' by the use on the said road, of brakes made on plans, alleged to have been invented by NEHEMIAH HODGE and also by F. A. STEPHENS and purchased by the said defendants, from the said Hodge & Stephens and also for use of the plan as patented to said Tanner.

The suit was noticed for trial at the October term of 1853, and put over the term by the motion of Defendant's counsel by paying the costs of the term.

And thereafter the Defendant's counsel made overtures for a settlement which resulted in the defendant's acknowledging the validity of plaintiff's patent, the infringement of the said patent by the use of double acting brakes on the plan of the said patents and the Company paying to the said plaintiff for the right to use the said invention and for the withdrawal of said suit the sum of ONE THOUSAND DOLLARS and cost.

Having read the above I do certify to the correctness of the statements therein contained.

October 25th, 1853.

THOMAS M. NORTH,
Secretary and Attorney of the
Hudson River R. R. Co.

New York October 26th, 1853,

This is to certify that I was of Counsel for the plaintiff in the above entitled cause, that the suit was brought for the recovery of damages from the Hudson River Railroad Company for the use on their cars of brakes, made on the plans described in the patents granted to Charles B. Tanner on the 14th, of Nov. 1848, to Nehemiah Hodge on the 2d, of October 1849, and to F. A. Stephens on the 25th, of November 1851. That in preparing for the trial of the above entitled cause I made a careful examination of all the facts, given in the notice of defence and became satisfied that Thompson and Bachelder, from whom Tanner derived title, were the original and first inventors of the Double acting Brake covered by the plaintiff's patent and that the Brakes of Tanner, of Hodge, and of Stephens, are infringements of the said Tanner's patent. CHS. M. KELLER.

nov24-4t

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

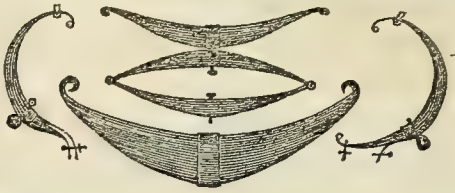
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CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

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IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

y7tf RICHARD NORRIS & SON.

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

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Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

oc20 H. H. GOODMAN, Sec'y.

WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

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Views of Buildings, Diplomas, and Portraits,

And all kinds of

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Executed in the finest style.

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No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

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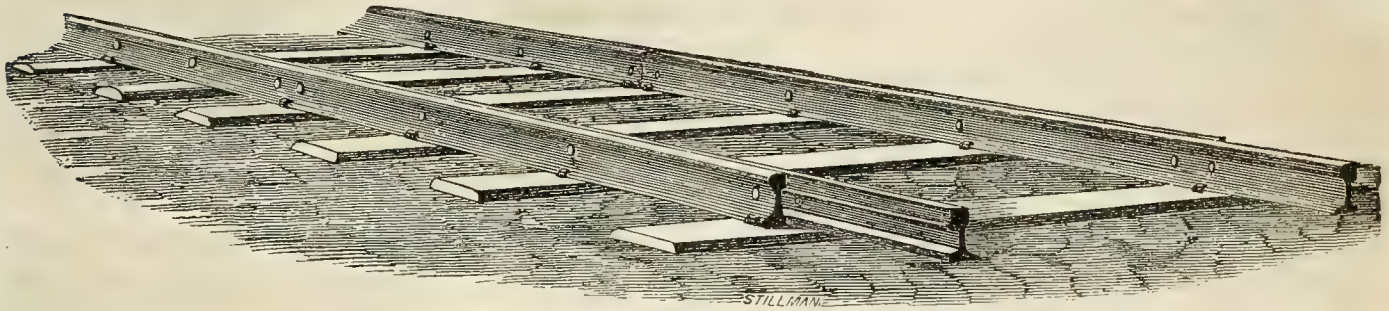
Bank Notes, Drafts, Bills of Exchange,

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†mr3] Engraved in a style unsurpassed.



WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

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Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
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TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

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Lithographic Establishment,

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Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
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Sixth Street, bet. Vine and Race, Cincinnati.
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HEWSON & HOLMES,

Auctioneers & Commission Merchants.

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Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y.

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

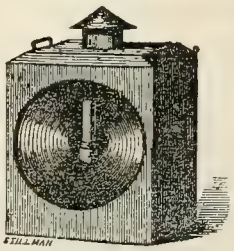
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

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RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

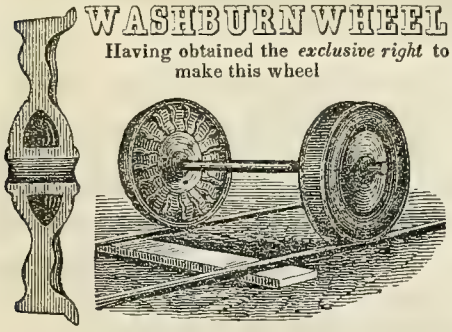
ALSO — **McMULLEN'S SUPERIOR WHITE HOSE,** not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.
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FUL ON CAR W[illegible]KS,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

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M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
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August 16, 1853.—au18†

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
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PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,
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And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

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The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

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Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
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Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

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†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

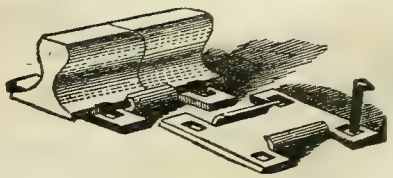
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

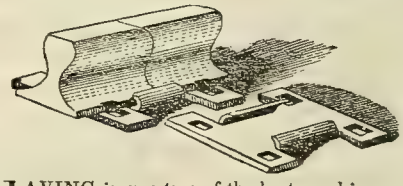
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
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Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

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ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

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THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

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Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

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The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

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Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St., Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

Branch Office, No. 30 West Third St., Cincinnati, Ohio.

Branch Office, Wheeling, Va.

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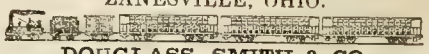
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NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

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ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

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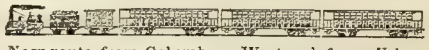
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DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

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THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,

†mr24 9 and 11 We SecondSt., Cincinnati.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

T y, qua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M.. and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

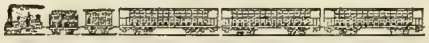
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
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Do do Sandusky 5 00
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Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
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Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
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Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston, via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

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AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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AGENTS.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 43. CINCINNATI, THURSDAY, DECEMBER 22, 1853. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,
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E. D. MANSFIELD, Editor.
For Terms and list of Agents, see last column last page.

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RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing ALL THE RAILROADS constructing completed or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 × 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines ..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the Railrod Record Office will secure prompt attention.

Macon and Warrentown Railroad.—At a public meeting of the citizens held on Tuesday, 6th inst., at Macon, the City Council of that city was authorized to issue bonds to the amount of $100,000, as the city subscription. The Macon Citizen of the 8th says :—"From the Data at hand we may safely set down the Macon and Warrenton Road as one of the finished enterprises of 1853."

REVIEW OF THE REVENUE AND FINANCES OF THE UNITED STATES:—COIN AND CURRENCY.

The *London Times* observes that while the governments of Europe were continually embarrassed for want of money, there was one government that was troubled to know what to do with it! On the heels of this remark, we have the President's Message, in which he states that after paying twelve millions of the Public Debt,he still has more than twenty millions in the treasury, and the supply rushes in so fast, that he suggests means of cuting off the stream. This is really an extraordinary spectacle. Old Frederick William of Prussia, laid up a large lot of money, with which his son Frederick the Great, managed to fight all Europe; but then neither of them were at all troubled as to how to get rid of it, or how to stop the stream—they did both easily enough. Our President, (good soul,) with a pocket full of money is afraid to spend it! He is even afraid of making the Pacific Railway, lest it should hurt States rights; or tread on some of the Nullifiers toes. Accordingly he proposes to reduce the tariff, by way of cutting off the supply, and leaves to the fertile genius of Congress the work of spending what is on hand. The latter body has genius enough that way, if they were only allowed to exercise it *ad libitum*.

This state of things suggests a look into the progress of our Treasury affairs. In the administration of John Quincy Adams, an expenditure of *thirteen* millions per annum was deemed extravagant, but now *fifty millions* per annum is quite admissible. The population has doubled but the xpenses have trebled. This is not exactly republican frugality and simplicity, although we have abundant means.

The progress of our revenue and expenses, for the last twenty years, were as follows; remarking that the fiscal year terminates on the 30th of June, and that consequently the last fiscal year belongs to Mr. Fillmore's administration:

	Receipts	Expenses.
1833—1836, inclusive.	$136,531,972	$87,130,428
1837—1840 "	84,798,731	112,188,691
1841—1844 "	72,171,324	81,216,623
1845—1848 "	121,051,921	146,924,402
1849—1852 "	184,763,124	194,639,714

The first of these last four years belonged to Mr. Polk's administration. The other three,with the one just closed,to General Taylor and Mr. Fillmore.

The four years of the Taylor and Fillmore administration sums up thus.

Receipts,	$ 215,126,351
Expenses,	180,562,309
Surplus,	34,564,042

In the last four years of Gen. Jackson
Surplus, $49,400,544
In the administration of Mr. Van Buren,
Deficiency, $27,389,960
In the administration of Tyler,
Deficiency. $9,045,299
In the administration of Polk,
Deficiency, $53,389,960

The change in the fiscal year, from the 1st of January to the 1st of July, took place in 1843, so that the appropriations made under Mr. Polk's administration did not run out till the 30th of June 1849, and the appropriations made under Mr. Fillmore, did not terminate till the 30th of June 1853, the end of the last fiscal year. The receipts and expenditures of the four years of Taylor and Fillmore's administration, were as follows, viz :

To 1st July.	Receipts	Expenditures.
1850	$47,421,748	$43,002,168
1851	52,312,979	48,005.879
1852	49,728,388	46,007,893
1853	61,337,554	54,026,818
Total.	210,800,667	191,042.558

Excess of Receipts, $19,757.909

It appears then that in five administrations, Van Buren, Tyler, Polk, Taylor and Fillmore, and one of Jackson, including twenty years and six months, we have the following result:

Surpluses.	
2d term of Jackson,	$49,400,544
Taylor and Fillmore,	19,757,809
Total,	69,158,353
Deficiencies,	
Van Buren.	$27,389,960
Tyler,	8,045,299
Polk,	53,389,960
Total deficiency.	89,825,219
Excess of deficicncy,	19,393,246

So far as *revenne and expense* go, then we are, in twenty years, actually behind hand about *twenty millions of dollars*. We are well aware that this deficiency was caused by the Mexican war, and that we are well paid in the

acquisition of California. Yet as neither nations nor individuals can reasonably count upon perpetual sunshine, it is well to see how we stand, when we put dry and wet days together.

The Secretary of the Treasury reports a alance in the Treasury of twenty-two millions, and a payment of the public debt of $10,400.000. His predecessor, Mr. Corwin, paid $6,500,000 of the public debt, and left a balance of *fourteen millions.* The operations of the treasury during the present year have gone on mechanically, under the influence of laws previously enacted. Let us look a little at the periods and causes of transition in the state of the Treasury.

During Jackson's admistration the Treasury improved, but from the year 1837 to the year 1850, thirteen years, the government was continually behind hand; and in 1849, the public debt had been increased *sixty-three millions of dollars.* viz:

In 1837,	Public Debt,	$ 1,878,224
In 1849,	"	64,704,693
Increase,		62,826,369

From 1849 to 1850, the administration of Taylor and Fillmore, the debt was increased $5,000,000 by the Texan indemnity, and consequently amounted to $67,826,369, of this $6,394,508 was paid (*vide* Guthrie's Report), so that really the debt stood on the 30th of June last at $61,431,861. This Mr. Guthrie has paid since the 30th June, so as to reduce the amount to $51,336,157. In the last year and a half about sixteen millions of the public debt has been paid.

Politicians attribute too much credit or discredit to the current President. If Mr. Fillmore could claim the merit of the financial prosperity which attended his administration, he would justly be entitled to an universal measure of praise. He paid six millions of public debt, and left a balance of fourteen millions to his successor. But, in fact, the measures of Congress, and still more the commercial state of the country influence the national revenue. Mr. Van Buren was not answerable for *all* the financial embarassments of his day, nor has a President a great deal to do with the remarkable prosperity which has attended the industry and commerce of the country in the last three years.

Let us glance for a moment, at some of the changes in the commercial *policy* of Congress, and as we deal only in facts, no irascible politician will have cause to complain.

In 1835 the tariff of 1832, (one of the everlasting *compromises,*) commenced its self-reduction, being 10 per cent. on the excess over 20 per cent. In 1837 another 10 per cent. was taken off In 1839 another, and in June, 1832 nothing was left but 20 per cent. At each of these reductions there was an *impulse,* suddenly given to importations, so that the importations of 1836, '37, '39, '40 and '41, exceeded anything the country had ever known.

In 1838, by the suspension of the banks, there was a temporary reaction; but the importations continued in advance of the wants and means of the people. In 1842 everything reached its climax. The country was bankrupt; five hundred millions were swept from the docket of debt at once; the revenue was reduced to fifteen millions; and Congress was forced to enact the tariff of 1842. Gradually the country recovered as the importations were forced within the means to pay for them. Let us look to the receipts under the tariff of 1832, reduced at its close, and then under that of 1842:

Receipts in 1840	$16,993,858
" 1841	15,957,512
" 1842	19,643,967

Now let us look at the receipts of the tariff of 1842.

Receipts in 1844	$28,505,519
" 1845	29,769,134
" 1846	29,499,247

The average increase of receipts, was 70 per cent. The treasury was full, but the Mexican war embarassed and depleted the treasury.

In 1846, the present tariff was passed, whose duties average about 25 per cent., or 5 per cent. higher than the *minimum* reached in June, 1842. The effect was to give activity to shipping and importing interests.—At the same time occurred the Irish famine and the gold mines. These two extraordinary causes enabled us to *pay* for an average importation of fifty million more per annum, upon which duties are *twelve millions.* These are the causes which have filled the treasury.

In this state of things the Treasury department proposes to reduce the tariff. We shall enter into no discussion of that question, though protesting in behalf or all industrial interests, against such a question being *stolen* from the hands of the people and usurped by political partizans, with whom it will never be fairly treated.

Considering it however, as simply a financial treasury question, let us look for one moment at the manner in which we have been able to pay for this year's importations:

We *imported* $265,000,000 in foreign goods. We *exported* about $203,000,000; hence then strictly speaking, the balance of trade is against us fully *sixty millions* in one year. Unquestionably this was or will be paid for. How? We exported *twenty-five millions of California gold.* One set of writers contend that this is the same thing, as an export of so much worth of potatoes; that is, so much of domestic produce. If this be true, it is very singular that no body can convince himself that gold and potatoes are the same thing; that potatoes will last as long and be received as currency! Though potatoes and money may be worth *as capital* the same number of dollars, they are far from being the same *in effect*

The country which parts with its gold and silver, parts with *the current money of the merchant,* the means and pabulum of commerce itself. This, by the way. We may have it to spare, and so do ourselves no essential mischief. Let us pass on. There are thirty millions more to be paid. How? That has unquestionably been paid in railroad bonds. An effort is made to show that not a great many millions have been sent to Europe. Unquestionably most of our railroad *stocks* are held at home, and some of our loans too. But, it is quite certain more than thirty millions have gone abroad in 1853. And so we have paid for our importations with gold and with promises.

We will now suppose the tariff reduced; and what is very sure, sooner or later, a reaction in the imports, and an interruption in the current of prosperity. Such a one undoubtedly *may* arrive; but we shall stop here, and put forth no prediction, save one, that the Secretary will then be much less embarrassed as to what he is to do with a surplus.

In the early part of the RECORD, a calculation was made of the *coin and currency* of the country. It was then proved, that the CURRENCY of the country amounts to *three hundred millions* of dollars, or about *twelve dollars per head.* The excess of gold coinage this year over the exports is *twenty-five millions.* and the paper currency has been increased something. We may, therefore set down the present currency of the country at *three hundred and thirty millions*; and we believe the amount will be rapidly increased, so that money must relatively be abundant.

PITTSBURGH AND ERIE RAILROAD COMPANY.—This Company some weeks since let their east and west branch from the New York and Erie road to the Ohio State line to an able and efficient body of contractors who have had for some time a heavy force employed on the work. This is on the northern fork, from Ohio to New York.

VENANGO RAILROAD.—This company about four weeks since let their entire line, from a point on the Sunbury and Erie road to the State line of Ohio, to a company from the east of well known ability and responsibility. The work will be commenced on this line in a few days.

RESIGNATION OF MR. GAITHER—Alfred Gaither, Esq., for several years superintendant of the Baltimore and Susquehanna Railroad, has resigned that post, to take effect as soon as his place can be supplied, at any time prior to the first of January next Mr. Gaither resigns to accept the post of general superintendant of Adams & Co'.s Western Express.

MEMPHIS AND CHARLESTON RAILROAD.

S. Tate, Esq., Treasurer of this Company, has kindly furnished us with the following statistics which we transfer to our columns with pleasure.

This road is another example of the influence to be exerted upon the trade and commerce of the United States by railroads.

This road incomplete, with no connections yet established, shows a constantly increasing revenue from month to month derived entirely from *local* travel and traffic. While the cost of running, from incomplete equipments consequent upon an unfinished road, is but 45 per cent. of the earnings, what will it be when everything has been furnished to make the road ready to transact all the business that may come to it?

This is one of the grand eastern and western lines, through the middle tier of states. uniting the west with the east and north-east, and passing through the very garden spots of the Union. If, then, it can show such earnings now what must we look for when the connection is complete?

With such instances as this before them, how can *croakers* cry out that we are building too many roads? We say build, continue to build where necessary, and ere many years, where will they not be necessary? What section of our country, not buried in Cimmerian darkness can do without them.

The following is the article referred to :

MEMPHIS & CHARLESTON RAILROAD OFFICE.
MEMPHIS, December, 1st, 1853.

Editors Memphis Whig:—Below you have a statement of the receipts on the Western Division of this Road for September, October and November, 1853.

Sept. 30—from	passengers,	6,513 69	
" "	freights,	5,040 83	
" "	mails.	208 33	
			10,762 85
Oct. 31.— "	passengers,	5,985 82	
" "	freights,	10,018 25	
" "	mails,	208 33	
			16,212 40
Nov. 30.— "	passengers,	7,776 45	
" "	freights.	14.639 09	
" "	mails,	208 33	
			22,623 87
Total.			$49,599 12

The above business was done on the Road from Memphis to LaGrange, fifty miles, and the branch from Moscow to Somerville, thirteen miles, in all sixty three miles on the Road. The three months, as taken above, are the first three months after the road was opened to those two points.

The entire cost of constructing and equipping the Road including every thing incident to the same, will not exceed $750,000, or a little less than $12,000 per mile. The average expenses on gross receipts will not exceed 45 per cent.

SAMUEL TATE, Treasurer.
For West. Div. M. & C. R. R. Co.

JOURNAL OF THE FRANKLIN INSTITUTE, of the State of Pennsylvania, for December, 1853 This valuable Scientific journal is at hand, containing the usual variety of information upon science, arts, and manufacture from the pens of competent persons.

THE MICHIGAN SOUTHERN RAILROAD.

The report of the Directors of the Michigan Southern and Northern Indiana Railroad has just been published for the year ending June 30, 1853. From the report we learn that the amount of business done by the companies for the year is as follows:

Gross earnings of the Companies, from their first year's operations have been		$1,200,922 11
The operating expenses, (including taxes and rent of Erie and Kalamazoo Railroad have been		$579,635 30
Leaving net earnings		621,286 81
From this amount are to be deducted interest account	212,265 87	
extraordinary expenses incurred in forming the Boat connection, upon the Lakes, during 1852	34,357 86	
		246,623 83
Leaving, as the actual net profit for the year		374,662 98

This is equal to 14 per cent. upon the average amount of the capital stock during the year.

The Treasurer's Report also exhibits the state of the income account, as follows:

July 1, 1852. Balance at credit of this account, at this date		49,614 70
Gross earnings for the year. as above stated		1,200,922 11
		1,250,536 81
Less operating and expense account	572,635 30	
Less interest account	12,265 97	
Less extraordinary expenses for boat connections.	34,357 86	
		826,259 13
		424,277 68
Jan'y, '53. Semi-anuual dividend of 5 per cent. upon the then amount of the capital stock of the Companies		124,970 52
July, 1853. Balance at credit of this account		299,307 15
July, 1853. A semi-annual dividend of 7 per cent. uopn the capital stock, at this date 2,800,000 has been declared, amounting to		197,000 00
Leaving at credit of the account		103,307 15

BALTIMORE AND OHIO RAILROAD BONDS.

It will be seen, by reference to our City Council proceedings, that the First Branch yesterday afternoon, passed the bill providing for the endorsement by the city of Baltimore, of five millions of dollars on the bonds of the Baltimore and Ohio Railroad Compay. The bill as passed is slightly amended since it left the Second Branch, and will be returned there for concurrence, which it will doubtless receive this evening, and the signature of the Mayor, which it is understood is ready, will then only be necessary to make it a law. The bill passed the First Branch by a vote of thirteen to six, one member (Mr. Weathers) being absent.—*Patriot*

We learn since the above that the Baltimore and Ohio Railroad Company have refused to accept the ordinance giving the endorsement of Baltimore City to the five million loan. The objectionable portion of the ordinance is that which restricts the company from issuing through tickets.

CINCINNATI AND CLEVELAND SHORT LINE RAILWAY.

We have heretefore noticed parts of this work, viz; that through Lebanon to Xenia; and that from Xenia to Delaware. The former is under the presideney of Mr. Gilchrist, and the company for the latter has just elected Governor Corwin its President. Our readers may desire to know how this line is intended to be made and run, and its objects. The latter seems to be to make a great saving in *distance*, and to accommodate some important towns on the route. We have examined the route, and find the distance will be very nearly as follows;

Cincinnati to Lebanon	27 mile
Lebanon to Xenia	23 "
Xenia to Delaware	65 "
Delaware to Gilead	18 "
Gilead to Mansfield	22 "
Mansfield to Cleveland	72 "
Aggregate	227 miles.

This is 27 miles less, than the present route through Columbus; and accommodates two county seats. Lebanon and Gilead, which at present have no railway. We are not advised as to the prospects of completing the whole line, from this city to Cleveland, but, we believe the part from here to Delaware is in a fair way to be completed. From near Sharon, where it connects with the Dayton Short Line, to Xenia, it is in progress. From Xenia to Delaware, the company is organized; and its friends say a sufficient amount of stock will be taken to finish the work.

NEW ORLEANS AND OPELOUSAS RAILROAD.

The work upon this road is being pressed forward with great vigor. Twenty-seven miles of the road are already completed, and the whole distance from New Orleans to Bayou *des Allemandes*, thirty-two miles, will be in running order in January next. The editor of the New Orleans *Bee*, by invitation of the company, took an experimental trip over the road on the 23d inst., and describes in rapturous language, the scenery on the route of the road. The Opelousas country has always been described, as the "hunters paradise," so much does it abound in game. "It would," says the *Bes*, "be difficult to describe the exhiliration we experienced, or the pleasure we enjoyed while moving with such lightning rapidity through a new and heretofore unexplored region. Farm houses of the most beautiful and picturesque appearance—meadows redolent with the aroma of a thousand flowers—rich and flourishing plantations—villages of exquisite beauty—venerable trees impervious to the noon-tide sun, and above all, and what too, we must confess, pleased us more, the beautiful enclosures, dotted with sheep and lambs, and cattle, in fine condition drowsily resting in the shade."

DISTURBANCE AT ERIE.

The following resolutions were passed by a number of passengers, representing nearly all the States of the Union, who were detained at Erie, in consequence of the destruction of the rails:

Resolved, That the Mayor of *all Erie* ought to be treated with contempt and looked upon as a desperado, for aiding and heading a mob in tearing up a railroad track and countenancing the Erie hack drivers to rob the traveling community of one dollar each for a short ride around Erie.

Resolved, That the conduct of the Mayor of Erie, and the Hon. M. King, with his fellow workers in iniquity, deserve the strongest censure from all good and law-abiding citizens of this country; that it has been and is the most infamous example of mob law witnessed in this land of order and good government, and that this conduct of the citizens of Erie will make their city a hissing and a byeword for all time to come.

Resolved, That if Erie persists in her present course of infamy and outrage on the traveling public, let the blight and curse of her evil deeds drive all prosperity from her borders and let her be like the last of Sodom and Gomorrah until the day of judgment.

Resolved, That the citizens of every State in this Union, should feel a deep interest in having the miscreants of Erie visited with the vengeance of the law, in such terrific form as will forever deter them, or any like people (if such can be found,) from similar acts of outrage.

The report is signed by Gouvernor Bibby of New York, chairman, and J. J. Craven of New Jersey, secretary.

The above is from the Cleveland *Plaindealer*. We also take the followtng from the same journal of a more recent date. The editor of that paper is a *plain dealer* in this case, at least, and handles the *Erians* without gloves:

Injunction Upset at Philadelphia---Erie Kicked out of Court.

We have a piece of good news to-day.—"All Erie," including the notorious Mayor and Council, has been booted out of the Supreme Court at Philadelphia.

The infamous authorities of that infamous town had applied to said Court for a writ of injunction against the Franklin Canal Company, under whose charter the Lake Shore Road, from the Ohio State line to Erie, was constructed. The grounds assumed were, that the charter would not allow of a railway, and that the road therefore was illegally built. The Attorney General signed the application, which was accordingly argued before the Supreme Court of that State. The Court, like a sensible Court as it is, refused to entertain it; and "all Erie" is sent home with a flea in each of its prodigious ears.

Later intelligence from Pittsburgh assures us that the injunction *against* Erie (on behalf of the Lake Shore road and others) *will* be granted by the U. S. District Court. When *that* is done "all Erie" will be hedged in with a wall of fire, and, scorpion-like, she can proceed to sting herself to death at leisure.

This is strong language; but not more so than the lawless proceedings of that lawless community deserve.

The resolutions given above, we doubt not, embody the true sentiments of every portion of our law abiding people, in regard to this outrage upon the rights and immunities of corporations and individuals.

Since the above was in type we learn from the Pittsburg *Gazette* that Judge Irwin has decided the two cases of applications for injunctions. In the first case, that of the People of Erie *vs.* the Franklin Canal Company, (being that portion of the road between Erie and the Ohio State Line, built as a Railroad under a Canal charter) he decided that the road was built without authority of law, and therefore refused the injunction prayed for by that road.

The other case is asked for by the Buffalo and Penn. State Line Road, against the People of Erie, to prevent their tearing up the rails of the North-East Road. In this case a preliminary injunction was granted, the final decision being reserved until the case comes up for hearing.

Thus, it would seem, that after the "steed has been stolen they are about to shut the stable door," or, in other words, after the track has been torn up, the rioters are enjoined from tearing it up!

We further learn, that after hearing the decision of the Judge, an arrangement was made for a conference between the parties interested, to be held in New York, the Erians to be represented by their notorious Mayor and Mr. Lowrey.

We trust, whatever may be the *amicable arrangements* resulting from this conference, that all travelers will carry a lunch in their pockets when traveling the Lake Shore Road, so as not to be under the necessity of buying the "cake and beer" of the Erians.

Vicksburg, Shreveport and Texas Railroad Company.—We learn from the first annual report of the President of this company, that the private subscriptions to the stock, amount to $521,250, and the Parish subscriptions on the line of the road to $1,079,750, making the total subscriptions $1,601,000.—In addition to the above, the state of Louisiana, under an act of the Legislature, has agreed to subscribe in the proportion of one-fifth of the whole private stock subscribed.—The whole length of the road, from the Mississippi River to the Louisiana State line, is stated by the chief engineer at 207 miles, which he estimates can be constructed and equipped for business at an average of $15,-233 per mile, making the total cost $3,153,-342. It is the intention of the Board of Directors to commence operations immediately at three different points on the road.

Panama Railroad.—The Bridge across the Chagres river at Barbacoas is completed, and a train of five cars passed over it on the 24th ult. The road to Gorgona will be completed by the first of January, and passenger trains will then run to that place—doing away with all necessity for boating, and confining the transit to railroad and mule travel alone.

CINCINNATI, PERU AND CHICAGO RAILROAD.

From M. French, Esq., one of the contractors upon this road, we learn that quite a change has been made in the route, upon its final location, from that proposed in its incipiency; and a very beneficial change it is, in our opinion, as it not only does away with all that rivalry of parallel lines within a short distance of each other, but reduces the cost of construction materially to each company. A little more of this kind of consolidation would benefit some other roads we could mention.

The route as now under contract is as follows:

Over the Western road from Cincinnati to Cambridge City, (the southern terminus of the Cincinnati, Peru and Chicago road) thence to Muncie by a *new* road, thence to Marion, in conjunction with the Cincinnati, New Castle and Michigan road; to Peru in conjunction with the Marion and Mississinawa road and thence over a new line, as originally intended, to Laporte, where it will unite with, and run over the Northern Indiana road to Chicago.

Mr. French further assures us that the line will "go ahead." Gov. Bebb is President of the company, and is bestowing his entire attention to its interests.

The distance from Peru to Laporte 72 miles, was let to Messrs: French, Tyner & Co., at $24,000 per mile to be completed within eighteen months from January 1st, 1854.

GALLIPOLIS RAILROAD;

We learn that a survey of this route is about being made, with reference to commencing work. It is time the people of Gallia, county set to work on this line. It is but 33 miles from Gallipolis to Hamden on the Marietta Railway;—and is perfectly practicable, as a route.

The upper part of it passes through the best part of the iron and coal region, for which Gallipolis would be the depot on the river. Its advantages to the town, and county would be incalculable. Gallia has no work of internal improvement, and has made no effort. It is abundantly able to make the entire work; without calling upon any other party; we hope to see it go ahead.

The McArthur *Republican* says it will be gratifying intelligence to all interested to learn that the Scioto and Hocking Valley Railroad Company have been successful in procuring funds sufficient not only to discharge present liabilities, but to push the work forward to its final completion without further embarassments.

CHICAGO AND FORT WAYNE RAILROAD.—A rumor has been in circulation that this Company had abandoned that portion of their Road between Plymouth and Chicago by an independent line, and had consolidated with the Cincinnati, Peru and Chicago Road from Plymouth to La Porte, and thence over the Northern Indiana Road to Chicago. The Fort Wayne *Sentinel* emphatically denies that there is any truth in this rumor, and says that the road will be built as originally projected.

It has also been rumored about that the work upon the road had been suspended for want of funds. This the Warsaw *Republican* contradicts, and adds, in verification of its own assertion, that the Company's bonds, bearing 7 per cent. interest, recently sold in New York city to purchase iron, brought 87½ per cent., which, considering the then stringent state of the money market, was, to say the least of it, presumptive evidence of the high estimation in which the enterprise is held at the East.

The road will be urged to an early completion some time in 1854, as ample means are provided for its construction.

ILLINOIS AND WISCONSIN RAILROAD.—A meeting of the Stockholders of this road was held at the office of the Company, in Chicago, for the election of two Directors, in place of Philip Dater of New York, and H. H. Magie, of that city, both resigned. The vacancies were filled by the election of Mahlon D. Ogden and Henry Smith, both of Chicago.—The Board then proceeded to an election of officers for the ensuing year, with the following result:

W. B. OGDEN, *President*; Henry Smith, *Vice President*; W. S. Gurnee, *Treasurer*; A. S. Downs, *Secretary*; S. F. Johnson, *Superintendent*.

RAIROAD CONSOLIDATION.—The stockholders of the Madison and Indianapolis Railroad on Saturday voted almost unanimously in favor of consolidation with the Peru and Indianapalis Railroad. The two roads will constitute one entire line from and after January 1st, 1854, from Madison to Peru, passing through the county seats of Jennings, Bartholomew, Johnson, Marion. Hamilton, Tipton and Howard counties, and terminating in the county town of Miami. A more promising line for local business can hardly be found in the west

☞ The article transferred to our columns from the *Milwaukee News*, and credited to a Chicago exchange, was clipped from that journal and inadvertently left unmarked, and when used, was credited to a source from which we supposed we had taken it.

We do not desire to appropriate the labors of others to our own use without due acknowledgements, though we find numbers of our editorials going the rounds of the papers without credit. In the *Fort Wayne Sentinal*, of the 9th Nov., for instance, is our leader of a few days before, without a word of credit.

SUBMARINE EXPERIMENTS.

The machinery of the Nautilus Submarine Company, experimented with yesterday at the Navy Yard, was invented nearly two years since, by Mr. E. H. Foreman and Mr. H. B. Sears. In its earliest developments, Mr. Foreman, a gentleman of great promise, deceased, and the machine was perfected and introduced by Mr. Sears, the Superintendent of the Company. The machine is of peculiar construction, being in fact a mechanical Nautilus, having the power of ascent and descent at will, entirely independent of suspension. In connection with the machine at the surface, is a reservoir of condensed air, which, according to depth of water, may contain from 20 to 120 pounds pressure of air to the square inch. This compression is produced by a powerful pump, capable of throwing 4,000 cubic feet of air per hour. By an interior arrangement of tanks, &c., a variable buoyancy may be given to the machine, capable of lifting weights of ten or more tons. It can be held in suspension at any point of ascent or descent; thus allowing stones to be raised clear from the bottom, then transported and deposited in any precise spot. Movement is made in any direction, by a series of three cables and anchors, worked from the inside. Ascent and descent are effected in a most rapid manner. This facility of descent, change of buoyancy, and power of movement under water, render this machine of great value for all submarine purposes. The whole bed of a river may be explored from bank to bank. Treasure, pearl shells, corals, sponges, and all products under water, may be easily gathered and sent to the surface without requiring the machine to rise. An arrangement of the machine permits the digging of trenches under water, by which telegraphic wires and water pipes may be placed below the reach of anchors. Foundations of piers may be prepared, and then built upon, obviating all crane work for raising or lowering stone, as all work of lifting, transporting and depositing, is done by the machine itself.

An arrangement is also made for attaching camels to sunken ships, in order to raise them by applying points of support directly to the timbers of the ship. In a word, the power of condensed air, acting as a motor, does the whole work, merely requiring two men inside, and one at the surface to manage it. Mr. Lee, Engineer of the Company, entered with his men, and immediately commenced the descent; depth of water 30 feet. He rose the first time in four seconds from the bottom, jumping almost clear from the water. Another descent followed, and movement was made towards the stern of the North Carolina, rising again about one hundred feet distant. The machine, capable of holding ten persons, was moved with one hand by Mr. Clitz, who volunteered to descend. A party of gentlemen then entered and descended, removing the cover (four feet in diameter) from the bottom. Owing to the descent into the mud, the machine was started rapidly to the surface, jumping nearly clear of it, and immediately disappearing. After remaining half an hour longer, the gentlemen re-appeared. The success of the machine was perfect. The experiment was private, to receive the opinion of some of our most talented officers of engineers. Capt. Hudson, Lieut. Boggs, and officers of the yard; Captains Cullum and Gilmer, of the U. S. Engineers; Gen. Ward B. Burnett, Mr. H. S. Parke, of Philadelphia, also a number of our first merchants and captains, were present. But one opinion was expressed, viz: that a *practical* machine for all purposes, was obtained. The dimensions of this machine are eleven feet, greatest diameter in the center, and eight feet at top and bottom; hight, eight feet; opening in bottom to work through, four feet. The descent is attained by moving a single valve: ascent, by moving one air and one water valve. The safety of this machine is great; as cutting off the air pipe, ascent can be obtained by six different modes in one minute. Some weeks since, Hon. Robert J. Walker, accompanied by his Excellency the Minister from Ecuador, Prof. Jackson, of Boston, and a party of gentlemen, witnessed experiments at "Hell Gate," Mr. Walker and Dr. Jackson remaining below in communication with the bottom at 37 feet, for more than half an hour. These gentlemen all expressed the same opinion of the machine, as that of yesterday. The first Engineers of England and France have endorsed its merits.—*N. Y. Jour. Com.*

WINTER CAR VENTILATION.

Several cars are now running on the Camden and Amboy and the New Jersey Central roads, in which one can enjoy better air than can be found in any private house or public edifice in the country. The plan is simply as follows:—Cylindrical coal stoves are placed in the cars, enclosing the stove in sheet iron casing, leaving a space of about two inches between them; a pipe leads from the top of the casing through the roof and terminates in a sheet iron hood, that is always turned to open toward the engine. As the car moves forward, the air is forced down between the casing and stove, becomes heated in its passage, and pours out into the car through holes made in the casing about four inches from the floor. The consequence is that the cars are warmed uniformly, at the ends as well as near the stove. If any dust and cinders pass down the air pipe, they probably fall down to the floor between the casing and stove; certainly none are perceived by the passengers.

We commend the above most earnestly to our railroad managers of the west, and beg of these enterprising and energetic gentlemen immediate and earnest attention to the all important subject of ventilation, and a bountiful supply of fresh air in cars.

A NOVEL AND IMPORTANT SUGGESTION

AS TO THE PROPER MODE OF CONSTRUCTING THE PACIFIC, OR OTHER LENGTHY RAILROADS.

(*Continued from page* 661.)

Now if a car-body be sustained by a single point only at the center of each of the trucks under it, and this car-body be ofsufficient width to extend out on one side projecting beyond the rails far enough to be sustained by another truck having another bearing at its center only, either of these trucks might be disturbed in its level by a depression in one rail and a corresponding elevation in the other, without in the least disturbing the level of the car-body. It is precisely upon this principle that I have designed a road. I propose to lay four parallel rails of the ordinary pattern and weight, forming two distinct tracks, each of a gauge of two and a half to three feet and having an intermediate space of five to six feet. These tracks I propose to lay upon distinct and separate sleepers, having a trench or ditch between them, but to connect them by ties of iron or other suitable material so as to preserve a uniform gauge in the intermediate space. I propose to construct narrow trucks for each track and rest each car-body upon four trucks sustained by a single bearing only at the center of each. It is perfectly evident that the car-body and its load would have no vibratory motion communicated to it by the inequalities incidental to each independent track, and that its level could not be seriously disturbed, unless one track should be absolutely lower than the other. Against this latter contingency we have a base of twelve feet for a car no higher than is now used upon a base of less than five feet. By an arrangement of this kind, the friction upon curves is greatly reduced (for we have only a gauge of two and a half or three feet,) the vibration and torsion of the axles is lessened, while, at the same time, the capacity of the axles to resist all strains is immensly increased, and yet we have the indispensable condition required for high speed, a wide base. Thus are combined all the advantages ever claimed for a wide gauge with all the advantages that can possibly be claimed for the narrow gauge, and yet all the disadvantages ever urged by the respective champions of either, as belonging to the other, are entirely avoided.

I propose also a peculiar system of laying these four rails, and that is with the joints of the outside ones opposite each other, but alternated with the joints of the inner rails, which shall also be opposite each other. It will be perceived that by this system each independent track is laid with alternate joints, but always occupying the same relative position with the joints of the opposite track. The inevitable depression of the joints causing a corresponding elevation of the opposite rail at its center, the middle of each track or the half way point between the two rails is a central point where there is no motion, and the inequalities of each track are such that the opposite tracks are either inclined toward each other or from each other at precisely the same moment, thus counteracting each other and avoiding both the vertical and lateral movement of the car-body caused upon an ordinary road by either opposite or alternate joints.

There would be, of course, a tendency of those center bearings upon which the car-body rests to approach each other or recede from each other as the inclinations of the tracks should be inwards or outwards. The simple apparatus used in all well-constructed car trucks provides fully for this tendency, permitting the truck to move a short distance laterally or to incline without moving the center bearing at all. Upon curves where it is now found necessary to incline the cars by raising the outer rail, so much as oftentimes to create alarm among the passengers, the level of the car-body may be perfectly preserved and the object fully gained by inclining each distinct track, but keeping the centers always upon a level. I propose to connect opposite trucks in such a manner that one shall act as a guide for its mate. The most dangerous causes of derailment are not great obstacles extending across the track, because, such obstacles, whether placed by design or accident, are to be guarded against by a suitable police but by far the most serious danger is from unseen defect in the track itself, or, rather, in a single rail of the track, such defects also would not be apparent to the casual and careless glance of the repairer, or as could not readily be seen by the guard or engine driver of a train. A broken chair allowing the ends of the rails to slip by each other, a short and sudden crook in a rail, a worn rail with a short depression crushed in its surface, the breaking of a rail, the sudden settling of a joint under a passing load, all these are causes of derailment at high speed, and are causes too, from which the most serious accidents may occur, because not being readily perceived, they are met with while running with entire confidence. The connection I propose would prevent any truck, meeting with such obstacles, from turning upon its center so as to leave the line of the rails without the opposite truck to which it is attached should turn also, and the probability of conditions of this kind sufficient to cause derailment, occurring upon both tracks at precisely opposite points, is so remote a contingency that I think I am warranted in claiming that the plan involves almost absolute safety.

As a general thing, the ends of the rails, it is well known, are the points where they first fail, and this simply because they are generally the lowest points. An unavoidable effect, from the manner of constructing our present roads, is, that when a wheel sinks into the depression caused by a yielding joint, the car-body receives a "cant" in that direction and the impingement upon the rail is increased by the whole impetus of the load. If we keep the load still and resting upon a single point precisely in the center of each truck, it is manifest that, no matter how much the truck may be twisted or distorted out of level by the inequalities of the track, the weight is distributed alike upon all the wheels, and the joint or depression is not subjected to any greater impingement than any other part of the rail. Both rails and machinery are thus relieved, and an immense saving is made in the *most important* item of cost in operating railways, even at a far higher than ordinary rate of speed.

It is found practicable upon all our roads to run cars constructed with a width about double that of the gauge. Taking this as a proper proproportion, I consider it safe to construct cars of twenty feet width for a base of twelve feet, particularly as it is not necessary to increase the hight materially. Carrying out the proportions in full, if we double the width of track, we may not only double the width of car but may also double the hight, the center of gravity remaining in the same relative position. But as the hight is not increased seriously, with the increased base the center of gravity is much lower than in cars of ordinary construction. This, independent of any other consideration, would permit increased speed.

The cars may be of any length within the limit of required strength, but say, for example, sixty feet. You can readily imagine what conveniences and accommodations may be provided upon cars of these dimensions, and it is perhaps unnecessary for me to make any suggestions. Sixty passengers may have comfortable sleeping accommodations in a night car of this size, not upon shelves hung around the sides of the car, but in staterooms. More than that number could sleep in a car if arranged with berths upon the sides and with the portable apparatus used in our steamboat cabins for the center. Other cars may be finished for cooking and eating rooms. Cars for day trains may be divided into saloons and sitting rooms, with sofas, tables, &c., or may be provided with uniformly arranged seats as in our present cars. All the accommodations that can possibly be required by travelers can be had to such an extent as to render it unnecessary for them to alight between the Atlantic and Pacific. Am I not warranted, therefore, in saying that the proposed method of constructing railways and railway machinery will give ease of motion to the car; will lessen the wear and tear of both road and machinery will largely increase the comforts and accommodations of travel; will immensly increase the capacity of the road for any kind of traffic; and will permit a speed of one hundred miles per hour with increased safety. It remains to be seen whether the proper arrangement of machinery can be had and the power generated to accomplish this speed.

I propose to construct a double locomotive, using the center space between the tracks exclusively for the boiler. There would be two distinct sets of driving wheels opposite each other—two cylinders on each side, with all the requisite machinery and trucks, forming substantially two distinct locomotive engines, constructed for a gauge of two and a half to three feet, with a large and capacious boiler between them, the two sides acting entirely independent of each other, and having no connection whatever, except that they would be attached to the same boiler. The axles of the driving wheels not extending across the space occupied by the boiler, it matters not how large the drivers are—the boiler remains in the same position, placed as near the surface of the road bed as the fire-box will permit. Immense power for propelling the large drivers is obtained by the four cylinders, and, in order to supply steam, we have room for inserting a boiler of five feet in diameter if required. The fire-box, being directly in the rear of the driving wheels, may be enlarged even to the full width of the track, and, if necessary, small auxiliary boilers may be placed between the driving wheels on each side of the main boiler. Thus are obtained all the conditions for speed—large drivers, powerful machinery, and unlimited capacity for generating steam, and, at the same time, the center of gravity is kept near the surface of the track, and the hight of the engine not at all dependent upon the size of the drivers. The same principle of sustaining the load at points precisely in the center of the tracks, as arranged in

the case of the cars, may be retained in the construction of the locomotive, and the leading and trailing wheels may be connected, as a means of safety, in the same manner. The weight of engine, and also the weight of the cars, is increased beyond those now in use, but the number of rails for sustaining them is proportionally increased. And this is a peculiar feature of the invention to which I wish to call your attention. In enumerating the disadvantages attendant upon an increase of gauge, I have mentioned the increased wear and tear of rails by reason of the increased weight of machinery. It might be asked—why not as well make the rails heavier? why not have two rails weighing each one hundred and twenty pounds per yard as well as four rails weighing each sixty pounds per yard? The answer to this is—that all experience proves the durability of a rail, or its capacity to resist the action of heavy loads, not to depend so much upon the weight per linear foot, after reaching a certain limit, as upon the tenacity or adhesiveness of the particles of the iron—the rail itself may not break or bend, and yet its surface crushes and laminates under the action of heavy locomotives so as to be unfit for use, and, still, nearly all of the original iron is left. Nothing is added to the capacity of the iron to resist this crushing or lamination of the surface by making it heavier or stiffer. Manifestly the proper way and the only sure way to preserve the rails while increasing the weight and power of the engines is not to increase the size of the rails but to increase the number of wheels or the number of rails.

The center space between the two tracks is available for way trains running short distances made up of ordinary engines and cars—or it may be used for the repair and gravel trains of the road. For these latter, the arrangement is peculiarly apt, for the ballasting may be deposited in each track where it is needed instead of being wasted upon the slopes of the embankments or in the ditches of the cuttings. At stations in large and important towns, turnouts and branches from the narrow tracks may be constructed upon which cars propelled by horses may be used, connecting the trucking operations in these towns directly with the larger cars at any point upon the track. I suggest these minor matters as conveniences following directly in the wake of the construction of a road of this character. I have submitted this plan to some of the most eminent theoretical and practical railroad men in the country, both East and West, and with the exception of one single objection, it has been universally approved. It has been unhesitatingly conceded that every result I claim for it can be attained. The objection made by a few individuals is its increased cost. Let me reply to this objection with a few practical statements and I have done. The cars I propose to build are about twice the size of our present cars. If provided with the same kind of seats and no better or more luxurious accommodations they will certainly contain twice as many passengers. Having twice the number of rails and bearing points under them, we may load them twice as heavily, and may we not as cheaply construct the one car, carrying one hundred and fifty passengers, as the two cars carrying seventy-five each? If we reflect a moment, we must decide that the same capacity would be obtained for a less cost in the large cars than in the small ones. The increase is principally in the width—the same sides and the same windows that are required for the small car answer for the large one. So is it with the freight cars; if twice the size and costing twice as much per car, it is sufficient to assert that they carry twice the load. Suppose the engines each to cost twice as much as the ordinary engines, they also have twice the capacity.

For an equal amount of traffic then, the equipment cannot possibly cost any more upon this than upon any road. There would be the extra cost of two rails, with the chairs and spikes and the labor of laying them. Estimating them at 100 tons per mile at present rates, and this additional track might cost $9,500 per mile. The additional width of road bed would be about $5,000 per mile upon an average road, making a total extra cost of $13,500 per mile only, while quadrupeing its capacity, I cannot consider this objection as being worthy of any serious consideration: for once demonstrate that by this plan the results I claim can be obtained, and that the Mississippi river and the Pacific ocean can be brought within eighteen hours of each other, and I say the magnificence of such an accomplishment will warrant almost any expenditure. Those who admit the feasibility of the whole thing, and yet object on the ground of this comparatively trivial increased cost, might, with equal propriety, object to the construction of our present railways because they cost more than turnpikes. The particular applicability of this plan to the Pacific road needs but little comment. Aside from any considerations connected with the operation of the road when completed, there is one consideration, connected with its construction, arguing incontrovertably in its favor, viz. That the time in which the work can be constructed is not limited by any difficulties in the grading of the road bed and its preparation for the rails, but simply by the laying of the track. The materials for this must be transported from its termini, and the contingencies attendant upon this transportation over any new road with incomplete and imperfect regulations, without frequent or convenient stations, without, assistance in case of accident, except at long intervals always delay and embarrass this work I know from practical experience, that, with proper supplies of materials, one mile of track per day may be laid down quite as easily as one quarter of a mile, for this depends only upon the number of men employed, but I also know that, as an average, not more than one quarter of a mile per day is laid upon any road of fifty miles in length where the materials aae transported over the road and this entirely in consequence of the delays and contingencies connected with this transportation. If this be the case upon a road of fifty miles in length, how must these difficulties multiply upon a road five hundred or one thonsand miles in length. Is it not therefore an unanswerable argument, granting all that is claimed for this plan, that the facilities of all kinds for transporting men, supplies, and materials being increased fourfold, the speed and certainty of incorporating and delivery being increased in the same proportion, can it, I say, be denied that the work can be accomplished in one-quarter the time that would be required if constructed upon the ordinary plan. There can be no doubt that the saving consequent upon this increased speed and certainty of delivery will counterbalance the increased cost of the road.

In common with, I believe, every "Young American," I have the strongest desire to see this road commenced, but I also desire to see it completed. To insure the latter, I desire to see it commenced upon a plan which will not be a thing of by-gone days, before it is half-done. No one great improvement in locomotion has been made since the first introduction of railways. That was a great step. All the rest has been by slow degrees and small improvements in the details. I believe the time has arrived when another great step must be soon made. Certainly, if to be made within the next quarter of a century, it would be well that it should be made before the Pacific road is built.

Such, in as brief a manner as I could well explain it, and with as few comments as the interesting nature of the subject would allow me to use, is the character of the plan I suggest. I have prepared models of both locomotive and cars, which are in Portland, and at your service, as is also this rather lengthy communication from your most obedient servant, A. P. Robinsom,
Chief Engineer Louisville & Covington R. R.

REPORT OF THE CHIEF ENGINEER OF THE CINCINNATI FIRE DEPARTMENT.

We are indebted to D. C. Michael, Esq., for a copy of this interesting report; interesting as demonstrating the efficiency of a "Paid Fire Department," and also, shewing conclusively what improvements might be made upon the present organization.

The amount of money paid out has been large, in consequence of the purchase of the necessary material, horses, engines, &c., as well as for salaries of officers and men. But much of the past year's expenses will not occur in the present year.

The number of fires, for six months, in 1853, was eighty-five, while in 1852 the number was but thirty-two in the same time; yet the loss at the eighty-five fires was $7,500 less than at the thirty-two fires, shewing beyond a doubt that whatever the expense may have been for maintaining the "Paid Department," it has more than paid for itself by its superior efficiency.

M. Greenwood, Esq., the Engineer, suggests the propriety of constructing four more steam fire engines, to weigh only about *four* tons each; and thinks a still further saving can be made both in the expense of the department and in the amount of property saved, by this additional number of engines.

We heartily unite with him in this opinion, and commend his suggestion to the serious consideration of our City Council.

Important Railroad Arrangement.—We learn that an arrangement between the Illinois Central and the Mineral Point Railroad Companies, has been concluded, by which the ownership of the latter road is transferred to the Central Company. Our information is derived from a gentleman largely interested in real estate at the junction of the two roads, at or near Warren; and is believed by him to be correct. Negotiations between the contracting parties have been some time on foot, with a view to effect the result at last attained.—*Galena Jeffersonian.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1853-6	107	108
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	96	98
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	109	110
Do do	2d " convertible	7	1859	102	103
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¾	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94¼
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	105	107
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	86	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	60	70
Columbus and Xenia	50	112	115
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami		70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	90	92
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	113	115
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	80	82½
Madison and Indianapolis		67	70
Marietta and Cincinnati	50	60	70
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	77½	78
Northern Indiana		123	125
Ohio Central	50	90	95
Ohio and Indiana		65	75
Onio and Mississippi	50	87½	90
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	108
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	65	70
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn.			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50		

As we are desirous of making these tables as perfee and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	123¾
Do (int. ceases July 1).	5	1853	101⅞	102
Do Coupons		1862	117¼	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	114	116
Do	6	1860	108	110
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	91	92
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	½prem.	¾prem.
Do	60 days	interest off.	——
Do	90 days	interest off.	——
Boston	Sight	½prem	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Philadelphia	Sight	½prem	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
Baltimore	Sight	½prem	¾prem.
Do	90 days	interest off.	——
Do	60 days	interest off.	——
New Orleans	Sight	¼ to 1 ℘ ct. discount.	
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off.	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$185
80 acre warrants	90	92
40 acre warrants	45	47

MONETARY.

At the East there appears to be no perceptible change in the Money Market. Money is in demand, but the supply is sufficient. The rates of interest range from 10 @ 18 per cent., according to the class of paper offered.

Foreign Exchange 109½ to 109¾, for best names.

In Stocks we have no great activity to notice. Premium Railroad Shares maintain their value, or nearly so.

At the West we note an increased stringency in the Money Market, though the rates remain as before quoted,—15 @ 20 per cent. The banks are doing but little. Exchange remains nominally at ½ ℘ ¾ premium.

In Stocks we note but few transactions. The extreme stringency in Money Matters prevents any extensive operation.

We give this week a list of sales of Stocks, by Messrs. Hewson & Holmes, at *private sale* during the week, as well as at auction; from which the current value of such Stocks as are bought and sold in our city can be readily seen.

There is so little doing in this way that we feel very diffident in making actual quotations of stocks unless we know of sales to warrant.

A. H. Muller sold at auction on the 14th inst. the following stocks, in Newport city:

$3,000 6 per cent. 1st Mortgage Bonds of Central Railroad of N. Y. 92½

1,6 per cent 1st Mort. Bonds of Cent. Railroad of N.Y. 93¾

3 Certificates of $100 each 92½

50 shares Macon and Western RR stock, Georgia ... 96½

A. H. Nicolay on the 15th made the following sales:

$4,000 Chicago and Rock Island Railroad, 1st Mort. Bonds 96¾

5,000 Chicago and Rock Island Railroad, 1st Mort. Bonds 94½

5,000 Michigan Southern Railroad Bonds, Jackson Branch 89

500 Mansfield and Sandusky City RR Bonds, payable 1st Oct 94

4,000 Canandaigua and Corning RR, 2d Mort. 7 per cent income Bonds, 1857 83

100 shares Paterson and Ramapo Railroad 89⅛

WHEELING SUSPENSION BRIDGE TO REMAIN.—The case of the State of Pennsylvania agaiust the Wheeling Bridge Co. was dismissed in the Supreme Court at Washington, on the 13th instant, in want of a prosecutor.

SALES OF STOCKS AT AUCTION.

By HEWSON & HOLMES, Merchants' Exchange.

CINCINNATI, December 17, 1853.

10	Shares	Cincinnati, Hamilton & Dayton Railroad Stock, bid	104 75
1	"	Cincinnati and Hillsboro Railroad Stock	50 00
30	"	Eaton and Hamilton Railroad Stock	no bid.
23	"	Cincinnati Insurance Co. Stock	91 00
50	"	New Albany and Salem Railroad Stock, bid	53 00
34	"	Covington and Lexington Railroad Stock, New stock, bid	65 00
10	"	Kentucky Trust Co. Bank Stock buyer gets dividend	no bid.
100	"	Mad River and Lake Erie Railroad Stock	no bid.
75	"	Indianapolis and Bellfontaine Railroad Stock	no bid.
50	"	Cincinnati, Hamilton and Dayton Railroad Stock	passed.
60	"	Peru and Indianapolis Railroad Stock, buyer gets interest	no bid.
50	"	Little Miami Railroad Stock, buyer gets dividend	117 00
100	"	Columbus, Piqua, and Indiana Railroad Stock	no bid.
41	"	National Insurance Company Stock	no bid.
20	"	Little Miami Railroad Stock	withdrawn.
6	"	(less dividend) do do	112 00
100	"	Cincinnati Western Railroad Stock, bid	39 00
5	"	New Castle and Richmond Railroad Stock	no bid.
5	"	Jeffersonville Railroad Stock	no bid.
5	"	Dayton Short Line Railroad Stock,	no bid.
35	"	Lawrenceburgh and Upper Mississippi Railroad Stock, bid	68 00
10	"	Ohio and Mississippi Railroad, bid,	84 50

December 21, 1853.

10	Shares	Covington & Lexington Rail Road Stock, dated Nov. 3, 1853,	64 25
35	"	Bellefontaine & Indianapolis R. R. Stock, bid	86 00
50	"	Cincinnati, Hamilton and Dayton R. R. Stock, bid	104 50
35	"	Cincinnati & Hillsboro R. R. Stock	no bid.
28	"	Eaton and Hamilton Railroad Stock bid	59 50
12	"	Little Miami Rail Road Stock	112 00
6	"	Do. do. do.	111 00
One		$1000 Bond of the Whitewater Canal Co. bid	0 18½
20	Shares	Little Miami R. R. Stock	111 25
28	"	Covington and Lexington RR Stock	no bid.
2	"	Jeffersonville Railroad Stock	no bid.
200	"	Mad River and Lake Erie Railroad Stock	no bid.
30	"	Lawrenceburgh and Upper Miss. R. R. Stock, bid	66 50
100	"	Columbus, Piqua, and Indiana, R.R. Stock	no bid.
10	"	New Castle and Richmond RR Stock	no bid.
5	"	Jeffersonville R R Stock	no bid.
5	"	Dayton Short Line R R Stock	no bid.
9	"	Kentucky Co. Bank Stock	no bid.
50	"	New Albany & Salem R R Stock	no bid.
10	"	Ohio & Mississippi Railroad Stock, dated July 1, 1853	no bid.
20	"	Ohio and Mississippi Railroad Stock, with 30 days interest	no bid.

PERPETUAL MOTION.—We have just been given to understand that an artizan in very humble circumstances, residing in Ipswich, England, has, after three years' labor, succeeded in constructing a model of a machine 15 inches by 13, and 11½ deep, which is self acting, after having been put in motion by a screw. It is powerful enough to turn a grindstone against the power of one person who held an iron bar on the stone. It has kept in motion upwards of 36 hours, at the end of which time the speed was not diminished, and the coustructor, whose name is Thomas Stannard, contends that the machine will keep in motion as long as the materials will last.—The invention was offered to several firms in Ipswich, who declined taking it up; since which three persons belonging to one of the first firms of engineers in London have visited Ipswich, and examined the machine, and have been induced to pay the inventor liberally, and have taken the machine and the inventor to London to prosecute inquiry.—*London Times.*

Miscellaneous.

SINEWS OF IRON.

We wandered into a machine shop yesterday. Everywhere, up stairs and down stairs, *int lligent* machines were doing the work, once do e by thinking and toiling men. In one place a chuckle headed affair, looking like an elephant's frontispiece, was quietly biting bars of cold iron in two, as if they had been so many oaten straws,

In another place, a fierce little thing with a spindle shaped weapon—a sort of mechanical "Devil's Darning Needle"—was boring *square* holes through solid wooden wheels, three inches or more in thickness.

Away there in a corner, a device, about as large and noisy as a humming bird, was amusing itseif cutting out pieces of steel from solid plates, as easily as children puncture paper patterns with a pin.

All by itself, in another place, was a machine that whistled like a boatswain, and rough boards came forth, planed and groved, finished, ready for a place in something, somewhere, for somebody.

Everywhere these queer machines were busy, doing all sorts of things in all sorts of ways; boring and planing, and grooving, and morticing, turning and bending, and sharpening and sawing.

Down stairs in a room by itself, as if it would be alone, we found the grand mover of all these machines.

In a corner, some distance from the genius we write of, a fire was burning, prehaps to keep it "just comfortable,'. and *prehaps* not.

It was very busy—the thing was—moving an arm of polished steel, backward and forward over a frame, equally polished and glittering, as one in thought sitting by a table passes his fingers to and fro, along the surface of the mahogany.

We said it was busy, and so it *was*; busy doing nothing. It went nowhere, it hammered nothing, but just passed its ponderous arm backward and forward; it neither ate nor spoke, but there from "early morn to dewy eve," it *timed* the total go-on, everywhere around and above it.

There were, indeed, a few men made of flesh sixty or so, here and there, about the establishment, *furnishing*, rather than *doing* the work.

That thing with the iron arm works the wonder. It will work more. — *New York Tribune.*

ACKNOWLEDGMENTS.

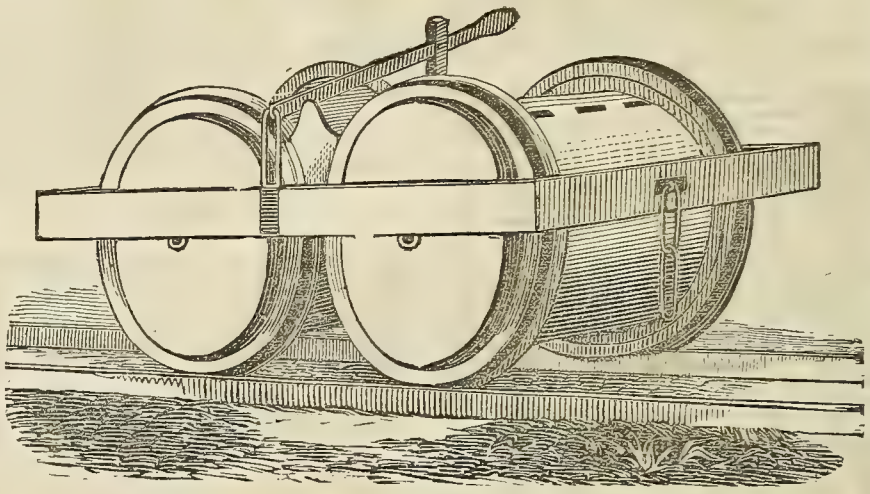
The Western Journal and Civilian for November is at hand, containing an unusual amount of valuable information, we notice several articles on Western Railroads among othes, deserving particular attention of railroad men.

The Annals of Science is a monthly journal, published at Cleveland, by Hamilton L. Smith, A. M., It is very cheap, (only $1,) and very good. We commend it to those who want to keep up with the progress of Science.

Andrews' Report, is a government work of commercial statistics, prepared by Mr. Andrews (consul at New Brunswick) and made for Mr. Corwin, when Secretary of the Treasury. It is very valuable as a book of statistics.

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15–3* **PHILADELPHIA.**

Racine, Janesville and Mississippi Railroad.

NOTICE TO CONTRACTORS.

SEALED proposals will be received by the Racine, Janesville and Mississippi Railroad Company, at their Office, in the city of Racine, Wisconsin, until noon of Monday, the 2d day of January next, for the grading. masonry and bridging of their line of Railroad, from near the village of Burlington, on Fox river, in Racine county, to the village of Beloit, on Rock river, in the county of Rock, a distance of forty-two miles. The work is divided into sections from one to one and a half miles in length. Proposals will be received for one or more sections or for the whole work.

Profiles and specifications can be examined by parties wishing to contract, on and after the 20th inst., at the Office of the Company in Racine.

This part of the line passes through the richest, most populous and healthiest part of Wisconsin, where provisions and other supplies can be obtained in abundance, and at low rates.

Any further information in reference to the work may be obtained on application to Leverett H. Clark, Chief Engineer, or of the undersigned.

By order of the Board of Directors.

HENRY S. DURAND, President.

☞ Communications by mail can be addressed as above.

Racine, Wis., December 10th, 1853.

dec22tt

OFFICE OF THE OHIO AND MISSISSIPPI R.R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an instalment of five dollars per share has been called for due and payable at the office of the Company, No. 95 Fourth-street, on the fifteenth day of February, 1854, being the ninth instalment.

By order of the Board.

dec8-t H. H. GOODMAN, Secretary.

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows:

Anvils,	Shovels,	Seives,
Vices.	Spike Malls,	Knives and Forks,
Axes.	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges.	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers.	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops.	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dec22†

OFFICE DAYTON & CINCINNATI R. R. CO. CINCINNATI, Dec. 9, 1853.

THE Stockhholders of this Company are hereby notified that the Sixth instalment of 10 per cent. on the Capital Stock, is required to be paid on the 10th of January next.

By order of the Board.

dec10 d&wtt JOHN C. THORP, Sec'y

Cincinnati, Wilmington and Zanesville Railroad,

OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water station, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

NOTICE TO CONTRACTORS.

Covington and Ohio Railroad.

PROPOSALS will be received at the office of the Covington and Ohio Railroad in Covington, until the 15th of December next, for the Graduation aud Masonry of about seventy-five miles of the above road; of which the eastern portion, comprising fifty miles, lies next west of Covington, and the western, portion consisting of about twenty-five miles, lies between the Kanawha river and the mouth of Big Sandy. A large share of the work to be let—including Bridging and Tunnelling, is heavy and desirable, and well worthy the attention of responsible Contractors The western sections of the above work are now ready for examination, and the eastern portion will be prepared for inspection by the 8th of December.

Further information may be obtained on application at the Company's offices, at Guyandotte and Covington.

By order of the Board.
CHARLES B. FISK Chief Engineer.

N. B.—The Board of public works of Virginia, under whose direction the Covington and Ohio Railroad is to be constructed, on state account, will meet at Covington on the 15th of December, above named, for the purpose of receiving and acting on the proposals which may then be offered.

November 15, 1853.

Dec 1,-tt

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIRS.

No. 64 Second St., one door west of Broadway
†mr10

LIGHTNER'S PATENT AXLE BOXES FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfnlly called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted:—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,
W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

MR. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,
IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

MR. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,
THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION, as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

IMPORTANT TO RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus

CARDS.

A CIVIL ENGINEER,

Of several years experience, is anxious for an engagement, in charge of Preliminary Surveys, or Construction.

Address P. P., X. Y., this office.
no10-1*

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,

No. 19 West Third Street,

CINCINNATI, O.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.,

CINCINNATI.

Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

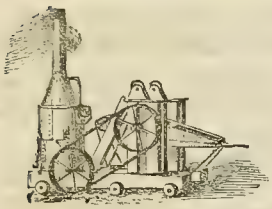
P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,

CINCINNATI.

Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

"GARDNER'S ROCK DRILL."



DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

HENRY TANNER vs. *The Hudson River Railroad Company.* } Circuit Court of the United States for the Northern District of New York.

THIS was a suit brought by the plaintiff for an alleged infringement of letters patent granted to him as assignee of the inventors, L. H. THOMPSON and A. G. BACHELDER: 'for an improved Rail-road Brake,' by the use on the said road, of brakes made on plans, alleged to have been invented by NEHEMIAH HODGE and also by F. A. STEPHENS and purchased by the said defendants, from the said Hodge & Stephens and also for use of the plan as patented to said Tanner.

The suit was noticed for trial at the October term of 1853, and put over the term by the motion of Defendant's counsel by paying the costs of the term.

And thereafter the Defendant's counsel made overtures for a settlement which resulted in the defendant's acknowledging the validity of plaintiff's patent, the infringement of the said patent by the use of double acting brakes on the plan of the said patents and the Company paying to the said plaintiff for the right to use the said invention and for the withdrawal of said suit the sum of ONE THOUSAND DOLLARS and cost.

Having read the above I do certify to the correctness of the statements therein contained.

October 25th, 1853.

THOMAS M. NORTH,
Secretary and Attorney of the
Hudson River R. R. Co.

New York October 26th, 1853,

This is to certify that I was of Counsel for the plaintiff in the above entitled cause, that the suit was brought for the recovery of damages from the Hudson River Railroad Company for the use on their cars of brakes. made on the plans described in the patents granted to Charles B. Tanner on the 14th, of Nov. 1848, to Nehemiah Hodge on the 2d, of October 1849, and to F. A. Stephens on the 25th, of November 1851. That in preparing for the trial of the above entitled cause I made a careful examination of all the facts, given in the notice of defence and became satisfied that Thompson and Bachelder, from whom Tanner derived title, were the original and first inventors of the Double acting Brake covered by the plaintiff's patent and that the Brakes of Tanner, of Hodge, and of Stephens, are infringements of the said Tanner's patent. CHS. M KELLER.

nov24-4t

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

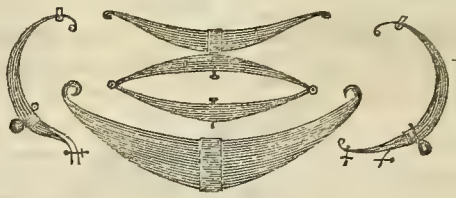
PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

May 19.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

y7tf RICHARD NORRIS & SON.

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

oc20 H. H. GOODMAN, Sec'y.

WASON'S CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

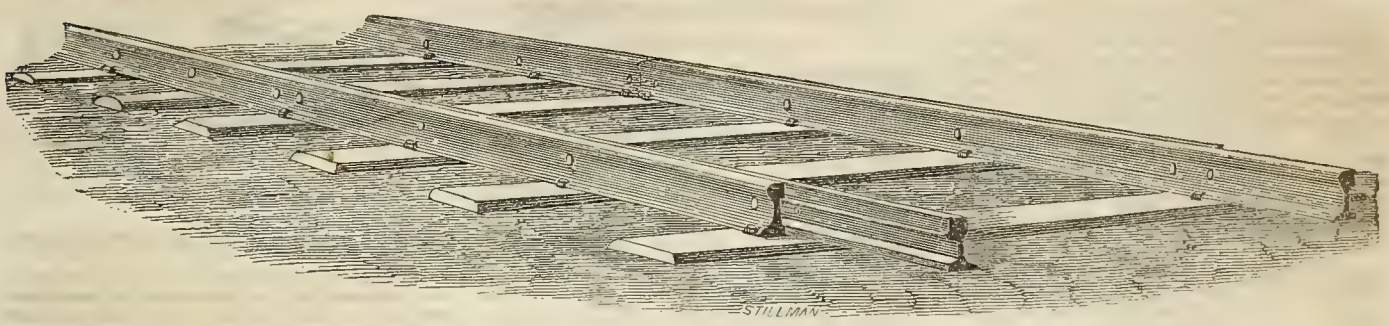
Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.



WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York.
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati.

†mr3

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

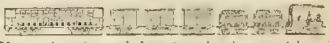
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,

May 5-tf 64 Broadway, N. Y.

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,

oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

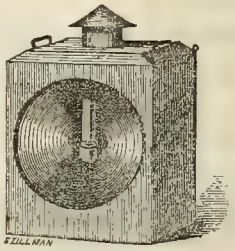
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,

†mr24] 9 and 11 West Second St., Cincinnati

INDIA RUBBER

RAILROAD CAR SPRINGS, &c.

THE UNITED STATES CAR SPRING COMPANY, having completed their new factory, are manufacturing and furnishing to Railroad Companies and Car Builders,

RUBBER SPRINGS,

of the best quality, on the most favorable terms.

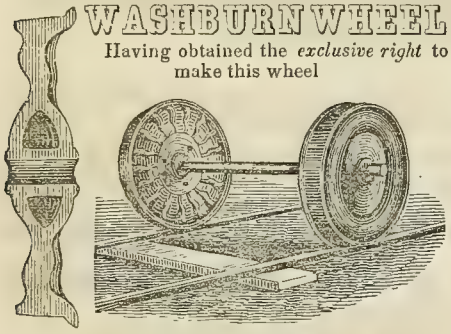
ALSO — McMULLEN'S SUPERIOR WHITE HOSE, not only for Railroads, but all other purposes, and of any size or thickness required.

Office, No. 25 Cliff Street, New York.

au18-3*

FULTON CAR WORKS,
CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL
Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

GUNPOWDER,
MANUFACTURED BY
The Hazard Powder Company,
HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.
August 16, 1853.—au18†

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

PHILADELPHIA
Type and Stereotype Foundry.
NEW BOOK OF
Specimens of Printing Types,
PLAIN AND ORNAMENTAL;
RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,
THE COMPOSITES,
THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.
AND
PRINTER'S WAREHOUSE.
L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

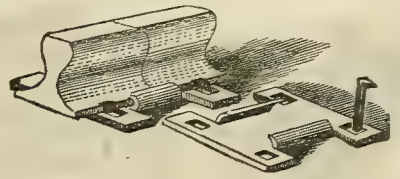
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON
Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.
BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted
Wrought Nuts, Bolts, & Washers,
Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,
LOCOMOTIVE ENGINE LANTERNS,
From the best Manufacturers, and at their prices. Car, Hand, and Signal Lanterns.
Cotton Duck for Car Covering,
Of any required width to 124 inches.
ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

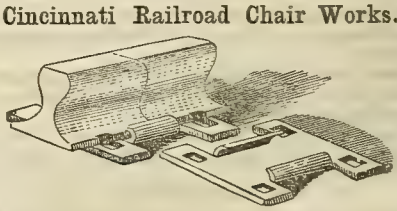
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron. Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John Cockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.

Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St., Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

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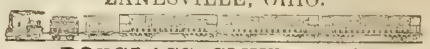
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NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

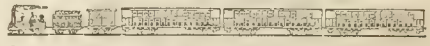
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COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

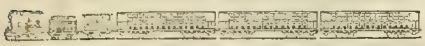
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THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,

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Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

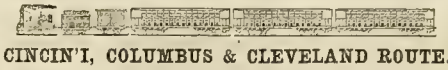
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 00
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
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Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 44. CINCINNATI, THURSDAY, DECEMBER 29, 1853. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

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At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing ALL THE RAILROADS constructing completed or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 × 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines..... 50 cents.
Full colored..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the Railrod Record Office will secure prompt attention.

THE COMPETITION OF RAILWAYS—HOW NEAR CAN RAILWAYS BE MADE TO EACH OTHER, AND PAY REASONABLE DIVIDENDS?

This is probably the most important problem connected with the construction of Railways in the United States. We are told that *too many* Railroads are constructing, and that some of the new Railroads are competing with old ones. If this be so, then this sort of enterprize should be checked; but if not so, we have nothing to fear. We incline to think, that the danger of enlarging the railroad system is much exaggerated; and that it must be many years before we have too many railroads; and further, that there is not so much competition as some persons suppose. Let us examine the question:

1st, Let us clear away some of the fog which has deceived many intelligent persons. We must discard the idea of any analogy between this country and Europe. There is none. Neither the cost, management, or habits of the people, have any similarity whatever. The cost of a railroad in Ohio, *with double track and all its equipment complete*, cannot exceed $35,000 per mile; while in England it is $200,000 per mile. But the habits of the people make a greater difference. In a given population, four times as many persons travel in America as in Europe. Again; our railroads are managed much cheaper. All these things concur to make the proceeds of a mile of railway, in the United States, vastly more profitable than it can be in Europe. There is, therefore no analogy in the cases.

2d, The *annual increment of growth* is so large, that in a Western State, if a railway were to commence running in a wilderness, in seven years time, it would have business enough! In other words, in seven years, by its influence on the surrounding country, it would *create* business enough to make handsome dividends. We shall not stop to prove this, but simply say that the growth of the country and the experience of Western railways, establish that fact.

3d, The experience of our American railways does not show any danger of competition; or that the country is overstocked with railroads, or likely to be. Massachusetts has a *mile* of railway to every *seven* square miles. If this proportion were carried through the five North Western States, Ohio, Indiana, Illinois, Michigan and Wisconsin, it would give 33,000 miles of railway to these States; at least *four times as much as all that are made, contracted for and planned.*

But let us bring this to the test, which the money holder demands, the *test of dividends.* Let us take a district of country, where the competition is greatest, and look at it sharply. Between Newport, R. I., and the Hudson river, there are *eight lines* of railway, running parallel to one another, a distance of 140 miles, and which do not average 20 miles apart.—The roads, and the distance from each other, are as follows:

Stonington and Providence	miles.
Norwich and Worcester	26 "
New London and Palmer	16 "
New Haven, Hartford and Springfied	25 "
New Haven Canal	7 "
Naugatuc	11 "
Housatonic	20 "
Harlem	10 "

Now let us apply this to the geography of Ohio, and see how it looks. It is just as if there were *eight* railroads, starting between the north-west corner of Ohio and Sandusky city, whose general tendency was towards Cincinnati!

In fact, we have only the Mad River Railroad, the Dayton and Michigan and the Cincinnati and Mackinaw proposed, and who can doubt they will all pay! Let us examine the cost, and dividends of the above eight lines of competing roads. We give below the *cost* of these roads and the *market value* of the stock:

Stonington Railroad	$2,000,000	65 pr ct
Norwich and Worcester	2,596,488	56 "
New London and Palmer	1,511,111	60 "
Hartford and New Haven	3,472,000	120 "
New Haven Canal	1,600,000	50 "
Naugatuc	1,366,000	117 "
Housatonic	2,500,000	33 "
Harlem	6,102,935	102 "

Here is the greatest railroad competition that does or can exist in the United States, and as compared with the West, in a very unproductive country. Now let us make an analysis of the *whole.*

The total amount of *cost* of the above roads was $21,148,534, and the *market value* of the same is $18,092,834, or 85 per cent. of the cost. Independent of the Housatonic and Norwich roads; (both of which were really isolated inland tracks, terminating in steam-

boats on the sound.) The whole investment was at par. Looking to the recent increase of the Housatonic and Norwich, there is no doubt that in another year, the whole *eight competitors*, (taken together) will be at par.

Let us now look at the *comparative cost and receipts*. The elements of these roads were thus :

Number of miles made	579
Total cost	$21,148,534
Gross receipts	2,561,786
Expenses	1,387,046
Net income	1,174,740
Net per cent.	5½
Cost per mile	37,000

Here then are *eight railroads*, on a breadth of 140 miles, *running in the same direction*, through a *very poor country*, in an agricultural aspect, yielding (under *generally* bad management, 5½ per cent. net income, with a moral certainty, that if no more are made, they will pay 6 or 7 per cent. Even there, then, there are not too many railroads.

Now, let us try to get a parallel in Ohio. If we were to make eight railroads, between the state line of Indiana and the Scioto river, all of them running to the Ohio river, with a sort of twist towards Cincinnati, it would be a similar case. Let us imagine (if they were made) what they would cost and yield;

Cost of 8 such roads in Ohio	$17,000,000
Gross receipts	5,000,000
Gross expenses	3,000,000
Net income	2,000,000
Net per cent.	11½

Under all the competition which exists in Connecticut and Rhode Island, we affirm that Ohio railroads would pay 10 per cent. net dividends. So they will in Indiana, and we have time and experience to furnish the demonstration, as they will do.

But we have no such competition as that, and will not have in this great nation. We shall have twenty railroads entering Cincinnati, but what is the country through which they pass? An empire, extending for three hundred to five hundred miles in every direction, to all of which Cincinnati is central.

There is another aspect of the question, which concerns the people rather than the stockholders. If the Stock in western railroads were all sunk, *they have paid for themselves twice over in the increased value of lands.* This is a point to which we shall hereafter allude, but in looking to the final results of railroads, it is a most important consideration.

We do not mean, at this time, to encourage the concoction of new schemes, but simply to show that between those now going forward, there is very slight danger of competition.

Whoever heard there were too many turnpikes in the country? Railways come in to supply the place of turnpikes on all the principal highways. The duty of a turnpike now, is to carry the farmer and his produce to the railway depot. The whole economy of transportation is changed. The turnpike is just as useful as ever, but the railway has become *the river*, the depot *the city*, to which the turnpikes tend

We may make railways too fast for the *currency* of the country; but we shall not make them too fast for utility. The time will come, probably not far off, when railway enterprize will slack off, because the great highways will be made. Like other business, it will regulate itself.

NEW ALBANY AND SALEM RAILROAD.

This great enterprise is now drawing close upon its final completion. In a letter from James Brooks, Esq. President and Superintendent of the road, we are informed that the entire length of the road is 288 miles, exclusive of a branch from Gosport to Indianapolis, 43 miles. The road is completed from New Albany, North to Gosport 113 miles, and from Michigan City, south to Bainbridge, 140 miles, leaving but 33 miles unfinished. Of these 33 miles, 26 are graded; the remaining 7 miles will be ready for the iron about the first of March next, and the iron will be laid over this portion, ready for the cars complete, in May next. Then will be opened a through line from the Ohio River, at New Albany, to Chicago.

Mr. Greely recently passed over the northern section of this road, and gives a graphic description of his *mis*-adventures; and in speaking of the construction of this line, says its builders should have a monument of brass erected to their memory, emblematic of the perseverance with which the work has been prosecuted through a very unfavorable section of country for Railroad building. Some time since we copied the July report of this company into the columns of the Record; which showed the business-like manner in which the affairs of the company had been conducted.

The cost per mile of the road is estimated at about $20,000. Total, exclusive of branch, $6,000,000. We see that the second mortgage bonds, bearing 7 per cent. interest, and having twenty years to run, have recently been disposed of in New York to the amount of $1,000,000. By the issuing of these bonds, the total mortgage upon the road, amounts to less than $14,000 per mile. This loan will not only complete the road, but purchase additional equipments to stock it, to the amount of $100,000. The present rolling stock consists of 28 locomotives, and some 400 freight cars, not enough for the business already offering.

By the connection at Michigan city with the Michigan Central Road, the influence of that gigantic company is brought to bear in favor of this road, so far as it can be done; and there is little doubt that this will be one of the best paying roads in the State of Indiana. Its connections and intersections are numerous and valuable, and freight in large quantities must pour over it to find an outlet upon the river or upon the lake.

And New Albany too, has reason to be proud of such an artery leading to it; her citizens should, and have doubtless, subscribed liberally to its stock. Recent transactions give palpable evidence that New Albany is wide awake to her railroad interests. Let her foster this one, which has already, incomplete as it is, done so much for her. Nor can we close without referring to the worthy President and Superintendent of this Line, who by his indomitable energy and perseverance, has brought this enterprise so flourishingly through. He has given his whole mind to the work, and has allowed no time to be lost in its construction; the stockholders are greatly indebted to him.

Cleveland and Cincinnati Short Line Road.—We see in numbers of our Exchanges, notices of this road, that it is *eighty-one* miles shorter than the present line of the Cincinnati, Columbus and Cleveland Road.—Such is not the fact, the difference in favor of the Short Line is only from 27 to 30 miles. The error evidently originated in the setting up the figure 8 for the figure 3 in some one of the papers, from which others copied,

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Commendable.—The officers and employees of the different railroad corporations centering at Indianopolis, believing that a more intimate acquaintance with each other would be not only a pleasure to themselves, but a source of great public good, propose giving a great railroad supper on or about the 1st of January, 1854, or as near that time as practicable.

Rutland and Burlington Railroad.—It is stated that this corporation has settled with many of the Vermont banks, to which it was indebted to the amount of $180,000 by giving its second mortgage bonds at par and taking up its notes.

New Invention.—The Meriden (Ct.) *Whig* speaks of a new invention, by a Mr. Gold, for heating a room, and says:

By its use, one pint of water is converted into steam, condensed and reconverted to steam, *ad infinitum;* does not need to be renewed; the heat is continually radiated, and in proportion to the degree of heat used is the rapidity of the process, and the amount of caloric evolved. It occupies but little room, may be painted in any style, and hung against the wall; may be carried from one room to another; cannot be injured by careless servants, heating rapidly, and cost is trifling; and the expense of heating is about one-fifth that of coal and wood. The heat used is that of burning alcohol or other gaseous fluids.

RAILROAD EARNINGS,

FOR NOVEMBER, 1853,

CLEVELAND AND PITTSBURGH RAILROAD.

The receipts of this road for November, 1853, are as follows:

Passengers	$18,253 51
Freight, Mail &c.	22,297 35
Total	40,550 86
Receipts for November, 1852:	
Passengers	15,354 29
Freight, Mails &c	14,008 70
Total	29,362 99
Increase	11,187 87
Rec'pts for 11 months of 1853 were	$384,490 60
" " 11 " of 1852 were	282,901 50
Increase in 11 months of 1853	101,589 10

The business on the road is rapidly increasing. Few roads in the West exhibit a more uniform and constantly increasing traffic.—The prospects of the road are rendered extremely flattering by the fact that this great increase is attributable mainly to the growth of its local business, which cannot be affected by competition.

OHIO AND PENNSYLVANIA RAILROAD.

The earnings of this road for November show a handsome gain:

November, 1853	$73,427 17
November, 1852	40,275 93
Increase, 82 per cent	33,151 24

Since November, 1852, the road has been opened about 40 miles further than was operated in that month. The road was opened to Crestline, 186 miles, in May last. The aggregate receipts in 1853, were:

To November 30	$604,128 86
Same time, 1852	281,163 92
Increase, 115 per cent	322.864 94

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

The earnings of this Company for November, 1852 and '53, were as follows:

	1853	1852.
Passengers	$21,161 17	$15,285 84
Freights	13,474 90	11,312 28
Mail and Express	1,176 91	1,017 70
Total	35,812 98	27,615 82
Increase, 23 per cent		$8,197 16

NEW YORK AND NEW HAVEN RAILWAY

The earnings of this road for November show the following comparative statement:

November 1853	$72,429 55
November. 1852	54,509 41
Increase, 33½ per cent,	17,920 14
November, 1851	48,982 27

The total earnings of this road for the 11 months of the year 1853, have been $761,656 58.

CLEVELAND AND TOLEDO RAILROAD.

The earnings of this road for November, were $61,343. Since the consolidation, the earnings have been constantly increasing and promise to equal any of the great lines of road from Buffalo to Chicago. The net earnings for the past three months (since the consolidation) have been at the rate of over 14 per cent., with every reason to expect a large increase as soon as the line from Ohio City to Sandusky is in order to compete for the Cincinnati business.

NORWICH AND WORCESTER RAILROAD.

The earnings on this road for November, are as follows:

November, 1853	$ 28,447
November, 1852	21,746
Increase	6,701
The receipts for the past six months are	185.039
The same period of 1852	159,102
Increase	34,937

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

The earnings of this road for November show a large gain over the same month last year.

Passengers and Mails	$107,426 61
Freight &c.	58,395 28
Total,	$165,821 89
Earnings, Nov., 1852	105,599 07
Increase 67 per cent	60,822 22

The earnings of this road for the past 5 months, have been as follows:

Months.	1852,	1853.
July,	$ 81,030 79	$116,263 02
August	95,108 67	154.063 85
September,	118,805 25	198,387 46
October	134,747 40	220,804 02
November	105,599 07	165,821 89
Total	535,291 25	255,340 84
Increase		320,048 99

IRON RAILROAD.

The statistics of the Iron Railroad for the month of November are as follows:

EARNINGS.

Freight transportation	$2,963 86
Passenger transportation	367 25
Total	3,331 11

EXPENSES.

Repairs	$350 24
Transportation expenses	494 16
Fuel and oil	172 87
Incidental	150 00
Total	$1,167 27
Net earnings	2,163 84

The number of tons of pig iron transported over the road for the last six months was 1,943.

NEW YORK CENTRAL RAILROAD.

Comparative statement of the receipts in November, 1852 and '53.

November, 1853	$460,821 65
November, 1852	261,889 35
Excess in favor of '53	98,932 31

NEW YORK AND ERIE RAILROAD.

The receipts of this road, for the month of November, 1853, compared with the corresponding month of last year is as follows:

November, 1853	$508,327 50
November, 1852	348,838 89
Increase	154,488 89

The gross receipts for eleven months of this year amount to $4,463,212, against $3,341,781 for the corresponding period last year.—Increase $1,121,431, or about 33 per cent.

LOUISVILLE AND FRANKFORT RAILROAD.

The following are the receipts of this road for the month of November, 1853.

Passengers	$10,421 50
Freight	18,481 36
Mail	412 43
Total	$29,315 29
Same month last year,	21,643 40
Increase,	$7,671 89

LEXINGTON AND FRANKFORT RAILROAD.

The earnings of this road for November, 1852 are some $14,000, being an excess of upwards of $5,000 over the same month of 1852.

NEW YORK CITY RAILROADS.

The receipts of the three principal City Railroads for the month of November, were as follows:

Eighth Avenue Railroad	$25,379 75
Sixth " "	26,219 23
Third " "	28,241 62

CHICAGO AND ROCK ISLAND RAILROAD.

The earnings of this road for November are as follows:

Passengers	$38,642
Freight &c.	20,779
Total	59,421

This road is as yet incompleted.

HUDSON RIVER RAILROAD.

The earnings of this road for November, compare as follows:

November, 1853	$123,520 54
November, 1852	88,698 35
Increase	$34,822 19

MICHIGAN CENTRAL RAILROAD.—The annual earnings of this company for the fiscal year ending Nov. 30, 1853, were $1,330,526, against $1,037,284, the previous year. Increase $293,242.

MACON AND WESTERN RAILROAD.

The earnings of the Macon and Western Railroad Company, for November, are:

Passengers	$10,122 99
Mail	1,045 20
Freight	14,905 17
Total	26,073 36
Same month last yeara	27,017 38
Decrease	$944 02

The only case of decrease that has come to our notice.

MILWAUKEE AND MISSISSIPPI RAILROAD.

This road did a large business during the month of November. We annex a statement of the receipts for October, 1853, compared with those of the corresponding month of last year, as well as September, this year:

	Oct. '52	Sept '53	Oct. '53.
Passengers,	$5,397 59	$10,099 58	$ 9,772 31
Freights,	9,674 53	25,336 36	31,605 21
Total,	$15,072 51	$35,434 44	$41,377 42

In October of last year the road was in operation to Whitewater, 50 miles from Milwaukee. It is now running to Janesville, 70 miles from Milwaukee. The increase over last month is within a fraction of $6,000, whilst it is nearly 200 per cent. over that of October, 1852. An additional section of the road to Stoughton, Dane county, 18 miles further, will be completed during the next few weeks.—*Mil. Sent.*

Communications.

For the Rail Road Record.

FORT MADISON, WEST POINT, KEOSAUQUA AND BLOOMFIELD RAILROAD.

The following communication, though not intended for publication, we insert, as it contains information relative to a portion of the country from which we hear but seldom.—We give it to our readers with every assurance of its correctness, and hope to hear from the same source frequently.

E. D. MANSFIELD:

SIR:—If your attention has not already been called to the fact, it might add to the circulation of your journal, and benefit the people of this region, if you were to notice the fact that a Railroad has been projected from Fort Madison, Iowa, to Bloomfield in the same state, and to connect with the North Missouri Railroad. Our projected Railroad is about 60 miles in length, and runs westwardly through this, (Lee), Van Buren and Davis counties.

Lee county, on the 26th ult. voted a county subscription to this road of $200,000, by a majority of 1159. Van Buren county has ordered an election for $150,000, and Davis county for $150,000, which will doubtless carry by large majorities. This road will pass through the most populous and very richest agricultural and local districts in the whole country.

The private, and town and city subscriptions added to those of the counties, will place the road in a position to be sought after by contractors.

We get eastwardly by the building of a connection of about 20 miles to the Burlington and Peoria Road. This "connection" is now about being put under contract, being on the east side of the Mississippi. Fort Madison, the county seat of Lee county has a population of about 3000, and is rapidly increasing. The title of our road, as incorporated, is the "Fort Madison, West Point, Keosauqua and Bloomfield Railroad Company."

It is not intended that this letter should be published by you, but if you find anything to cull from it for your readers, we would be pleased to have you do so. S. A. J.

Fort Madison, Lee County, Dec. 14th, 1853.

For the Railroad Record.

RAILWAYS IN ENGLAND!

GRADES, COST AND FARES.

We are indebted for the following communication to Mr. Stables, who speaks "by the card," upon railroad matters in England, having been in active employment in that country. The subject matter of this communication will be interesting to all railroad men, as affording a basis of comparison for American roads. The table spoken of will be thankfully received.

MR. EDITOR:

As you have thought my communicaction worthy of *Record*, I herewith add a few remarks on "Grades, Cost &c." of Railways in Britain. I shall give a brief outline of a few of the prominet cases that affect "charges" on railroads, and shall limit myself also to this, as I am preparing a table of the most popular railroads in Europe and America, shewing their length, cost, working expenses, rate per mile, &c., and should you deem such a table worthy of record, I shall willingly send it to you; hoping that it will be relied upon, as I take only authentic documents and personal knowledge as my guides.

The grand Junction Railway, including Warrington and Newton, and Chester and Crewe, total cost $14,960,230; first class passengers per mile 4¾ cents. This road is now consolidated with the London and North Western.

London and Birmingham Railawy; length 113 miles; total cost $28,972,375; first class passengers per mile 3c; freight per ton per mile 1½c; cost of locomotive power per ton per mile ¼cents.

Birmingham and Gloucester Railway, length 54 miles; total cost $6,646,500; first class passengers per mile 5¾c. This road has grades of 140 feet per mile, which are worked by two American locomotives, built by Norris of Philadelphia.

Liverpool and Manchester Railway, length 30¾ miles; total cost $4,195,925; freight per ton per mile 5c; passengers per mile 4½ cents.

North Union Railway, length 25 miles; total cost $3,050,000; passengers per mile 4¾ cents.

Midland Counties Railway, 57¾ miles long; total cost $8,500,000; passengers per mile 6 cents.

Great Western Railway, length, 117½ miles; total cost $22,540,800; passengers per mile 5½ cents.

Lancaster and Preston Railway, length 20½ miles, total cost $2,200,000; passengers per mile 6⅓ cents.

York and North Midland, Railway length 23 miles; total cost $2,229,710; passengers per mile 5¼ cents.

London and Greenwich Railway, (which is a continuous viaduct of masonry) length 3¾ miles; total cost $3,344,400; passengers per mile 3½c.

Edingburgh and Glasgow Railway, length 37 miles; has an incline of 126 ft. per mile; 1⅓ miles long; passengers per mile 4 1-5 cents.

Dundee and Newtyle Railway, 12 miles long; has two inclines, one of 528 ft. per mile, ¾ mile long; the other of 211 feet per mile and 1 mile in length; passengers per mile 3½ cents.

Actual cost of locomotfve power on some of the above lines is as follows, viz: Great Western 12c per ton per mile; Grand Junction 26c; Birmingham and Gloucester 18c; South Western 20c; London and Birmingham 24c per ton per mile.

Thus it is certain that the *quality* of the grades, and the cost of fuel, are the chief principles of the cost of locomotive power.

To show what the effect on charges is, in increasing the cost of construction, I have made out the following table:

[Charge per mile on every passenger or ton of freight requisite in order to give interest of 5 per cent. on outlay.

Cost of Construction per Mile.

$75,000	$100,000	$125,000	$150,000
2·0c	2·66c	3·32	4·0

It will be perceived that this table is for British Railways, as their cost is generally so enormous; still the principle is the same for all, and it shows how ruinous it is to stockholders, and the whole community, to construct roads at such extravagant rates.—Structures may be ornamented with *taste*, at very little extra cost; but in the system of Railways in Britain, cost never was thought of until the design was made; it seems as if they always *tried* to lay great basis for eternity, without considering the interest of the suffering parties, the stockholder *directly* and

the public *indirectly*. They may say, "The beauty of a thing is its beauty," and we may answer "the utility of a thing is its utility;" nor can we by any juggling equation make one term stand for the other.

Yours, very respectfully,
E. R. Stables, Civil Engineer.
Circleville, Ohio, Dec. 19, 1853.

BLUE RIDGE RAILROAD.

From the message of the Governor of South Carolina, we gather the following items relative to the Blue Ridge Railroad.

By the act of incorporation of the Blue Ridge Railroad company, passed by the last general assembly, the guarantee of the State upon the bonds of the company to the extent of $1,250,000 was secured, upon the following conditions: First, that $500,000 should be previously subscribed to the capital stock of the said Blue Bidge Railroad Company in South Carolina, by responsible persons, companies or corporations. Secondly, that such subscriptions should be made, or aid furnished to the railroad companies in North Carolina and Tennessee, designed to connect with that portion of the road lying in this state, as would give reasonable assurance of the construction of the said North Carolina and Tennessee roads. These conditions have been complied with. The city of Charleston has subscribed $500,000 to that portion of the road lying within this state; and Messrs. Anson Bangs and Co. have contracted for the construction of the entire road, from Anderson, in this state, to Knoxville, in Tennessee, which renders the connection, not only reasonably assured, but as certain as any enterprise of such an extent can be. By the terms of this agreement the contractors are to receive in payment one-half in cash and the other half in capital stock and mortgage bonds of the company. By this mode of payment, the ultimate estimated cost of the road is brought much more nearly within the scope of the resources of the company than is usual in enterprises of such magnitude. At rates agreed upon with contractors, the entire cost of the road, from Anderson to Knoxville in Tennessee, together with necessary appurtenances, including interest accruing upon the bonds of the company until the completion of the road, will amount to the sum of about $7,500,000. To meet this outlay, the company estimate their resources as follows, viz:

Subscription by the city of Charleston	$500,000
Subscription by the same to Blue Ridge Railroad in Georgia	549,000
Subscription of Knoxville and Charleston Railroad Company	500,000
Other subscriptions, estimated at	151,000
State endorsement of bonds of the company,	1,250,000
Estimated amount of stock and bonds to be issued to Messrs. Bangs & Co. being one-half of $7,500,000	3,750,000
	$6,700,000

It will thus be seen that the means of the company will fall short of the estimated cost of the work about $800,000.

This enterprise is undoubtedly the wisest and the greatest which has ever been projected in this state, and the ultimate results will be as beneficial to her interest, proportionably, as the great western lines of road to New York, or the Baltimore and Ohio Railroad now are to each of those cities respectively, and commenced under circumstances much more favorable to its completion. It is a more important measure than the proposed Charleston, Louisville and Cincinnati Railroad, because it is a shorter route, embracing all the advantages of the, other and is less liable to the diversions of trade from the valleys beyond the Alleghanies, owing to its peculiar location. By an arrangement shortly to be consummated the charters granted in Georgia, North Carolina and Tennessee, will have all their privileges ceded to the Blue Ridge Railroad Company in South Carolina, so that the latter named corporation will exercise entire control over the affairs of the whole line of road. By this it will be seen that all means have been adopted to give security to whatever capital the state, or citizens within the state, may contribute to this great work, by confining the control of its affairs altogether within our own borders. To perpetuate this power is in the highest degree desirable. It will give to the state the indefeasible right to a railroad communication from Knoxville, in Tennessee, to Charleston, and the exclusive power to control and manage the affairs of this company, thus establishing in perpetuity a highway of trade and travel from the remote west to our own seaports, the value and importance of which can hardly be estimated.

In addition to these results from abroad, the effects of such a highway of trade and travel through the state will exercise a great influence upon her internal prosperity. The improvement of the upper portions of the state—the increase in the value of property—the many increased facilities it will give for commerce—the employment of their labor in construction—the expenditure of large sums among them for material and mechanical skill—and the increased value that will be given to stock in railroads companies already in existence, in which the state also is largely interested—are considerations which must influence your calm judgement to promote by every safe and judicious means the successful accomplishment of this great work.

By the communication which was established by the charter between this department and the Blue Ridge Railroad Company I have been enabled to ascertain, that by the terms of contract between Messrs. Bangs & Co., the work was to be commenced on the first of this month—and that a large portion of the surveys are completed, and found to present fewer obstacles than was at first supposed. A location has been made for tunneling the Blue Ridge, and work alloted to contractors,—that their preliminary arrangements are in a state of forwardness,—that the districts through which the road will pass in this state will abundantly supply all the necessary labor,—that the citizens, both in this state and beyond it, have with extraordinary unanimity ceded the right of way without compensation,—and that every circumstance tends favorably to an early and thorough completion of this enterprise, which was projected by the President and company with so much patriotism and zeal, and prosecuted with such signal industry and ability.

I have thus laid before you at some length, but as briefly as possible, all the facts in my possession with regard to the condition of the Blue Ridge Railroad ent erprise. I now recommend that the state subscribe to the capital stock of the company the sum of $750,000, in order to put the enterprise beyond the reach of ordinary reverses, and in this way to secure to the citizens residing in this state the control of a majority of the stock of the company, in reference to the contingencies which may frequently arise, where trade and commerce are to be controlled for our benefit. Nor would such a step be unusual or partial, since the Legislature has not only extended important aid to railroads constructed entirely within the state, but to roads which have been projected beyond its limits, as in the case of the Charleston, Louisville and Cincinnati Railroad, and in the Wilmington and Manchester Railroad. The endorsement of the bonds of the Blue Ridge Railroad company cannot be regarded as a subscription, for it is totally dissimilar in its character, and far less beneficial in its operation. In the one case the state becomes a copartner, and risks her capital, and awaits the distant returns of dividends; in the latter case she simply makes herself liable as an endorser, and takes the first mortgage on the property of the stockholders to secure herself against the possibility of loss.

Railroad Iron.—The Will's Valley (Ala.) Post of the 10th says:

It is a fixed fact that a company of capitalists, who are now negotiating for a consolidation of the Will's Valley Railroad, with a central trunk from Mobile to Chattanooga, have ready to be invested in the manufacture of railroad iron, two hundred thousand dollars. The work will be begun as soon as the charter is obtained; and the rolling mills will be placed in the center of an extensive iron bed, and coal formation immediately on the line of our road.

AUSTRIAN GRADE ENGINE.

In the *Railway Times*, we find the following, over the signature of "Z. C." Zera Colburn, we suppose:

"A prize of 50,000 francs was offered by the Austrian Government, for the construction of a locomotive which should effect a practicable transportation over the abrupt inclines of Soemmering mountain, in the line of Vienna and Trieste Railway. An engine designed very much upon the American (Baltimore) plan, competed with three others, offered by various makers, and took the prize.—Instead of merely fulfilling the conditions of taking 100 tons at a speed of ½ German, or 8⅝ English miles per hour, the "Bavaria" has taken 170 tons over the grades, at a speed of 2½ German, 14⅜ English miles per hour.

The prize engine, "Bavaria," built by J. A. Maffei, of Hirschau, near Munich, was constructed with outside cylinders with direct connections to two pairs of drivers, and with a chain connection from the principal pair to two pairs of drivers forward and from the back pair to the front wheels, of equal diameter of the tender; all of the wheels of the tender being coupled by parallel rods. All of the wheels were provided with flanges.

The great size of this engine, and its adaptation to the narrow, or 4 feet 8½ inch gauge, makes it an illustration of much interest in any consideration of the capacity of the gauges. Its weight, judging from its leading dimensions, must be as much as 38 tons; while taken with the tender, the wheels of which are connected, the entire weight for adhesion must be fully 55 tons. It is perhaps as much as 60 tons. The cylinders are of 20 inchs diameter, with a stroke of piston of 36 inches. All the wheels are of 42 inches diameter. The axles of the two back pairs of drivers are 8 inches in diameter, and have 4 bearings each, one outside and one inside of each wheel, of 8 inches diameter and 4 inches length, The forward axles have two bearings each of 5½ inches length. The length of the rectangle covered by the driving wheels of the engine, is 20 feet 5 inches, and the distance from the back pair of the drivers to the forward pair of tender wheels, is 7 feet 1 inch. The two principal pairs of drivers, 1 behind and 1 forward of fire-box, are 9 feet 7 inches, between centers. The boiler measures 4 feet 9 inches diameter outside the lagging, the tubes being of 14 feet length. The under side of the boiler is 3 feet 8 inches from the rails, the center being 6 feet from the rails. The furnace is 5 feet long and 56 inches wide, giving 23⅓ square feet of grate surface.

The mutual relation of the elements of tractive and adhesive power of this engine may be now considered. With an effective pressure of 75 pounds per square inch of the piston, the power exerted at the rims of the drivers is 21,428 pounds. The adhesion due to a weight of 60 tons, estimated at one-sixth the pressure, is 20,000 pounds, or slightly deficient. With trials made on heavy grades in our own country the adhesion however appears to exceed this allowance of one-sixth.

RAILROADS AND THE POST-OFFICE DEPARTMENT.

A writer in a Philadelphia paper, who replies to the allegation that railroad companies are disposed to charge excessively for the transportation of the mails, states some things which, if correct, would seem to greatly relieve these companies from the charge of extortion. He says:

It is clear that the amount of service required from Railroad companies is not understood, for many of them would gladly accept the terms proposed, (to carry mail as freight,) and be greatly the gainers.

The usual pay on a first class road is $200 to $250 per mile. The Central Line in New York, runs seven trains, carries a mail in each train each way, and receives $250 per mile per annum. The Post Office department offered the Erie railroad company $200 for two daily mails each way. The Department requires a separate car fitted up expressly for the use of the mail agent. The capacity of this car for freight would be at least seven tons. Ordinary first-class freight carried in freight trains at freight speed, pays usually six cents per ton per mile; and express freight, at passenger speed, pays much higher; but seven tons of mails, carried twice each way daily for 300 days, omitting Sundays, pay $250 per mile—which few roads receive—only three cents per ton per mile, or half as much as common freight carried in freight trains, and about one-third as much as is charged for freight carried at the same speed as the mails.

It does not destroy the force of this representation to assert that the mails do not weigh seven tons; but they require the same space and involve the same expense and inconvenience as if the weight was full. The mail-department cannot be used for any other purpose, whilst, if the mail was not carried, it could be filled with express freights that would pay better.

RAILROAD FROM THE FALLS OF THE OHIO TO ST. LOUIS, MO.—The Hon. W. H. English has introduced a bill into Congress, granting lands to the States of Indiana and Illinois, for the construction of a railroad from the Falls of the Ohio to some point on the Mississippi River, opposite St. Louis. The bill was read the first and second times, and referred to the Committee on Public Lands.

NEW BRICK MACHINE;

We take the following from Baltimore *American*, and commend it to the notice of railroad companies, contractors, and others needing brick in quantities.

Among the many astonishing evidences of the power of machinery, and the perfection to which it has attained, none seem more worthy of examination and commendable notice than the Steam brick works of Mr. Francis H. Smith. The proprietor has in constant operation one of his first class machines,, for which a gold medal was awarded him by the Maryland Institute. Since that time, however, he has introduced such improvements as, in the opinion of scientific men, warranted the merit of a new invention. The *modus operandi*, nevertheless, is quite simple. The clay is wheeled along on a plank scaffolding to the pulverizer at the top of the machine, which converts it into dust immediately, and incorporates it with the water thrown thereupon. In this state it is thrown into the machine, which revolves steadily, pressing the clay down into sets of molds, five in each frame, which move on a railway beneath. The molds are then transferred to a light barrow, moved to the yard and discharged in the usual way. The clay is worked much stiffer than it can be done with the hand, and gives a solidity to the brick and correctness of form rarely equaled. We timed the operation by the watch, and found it producing 30 bricks per minute—the average speed however, is 25 per minute. It will easily produce 15,000 per day.

We next saw in operation, a similar machine worked by a horse, with the same result—the bricks being equal in every respect and fifteen made per minute. Machinery has hitherto been directed to work either the dry clay or soft mud. The present invention is intended for a medium between these extremes, and to mold the bricks from clay tempered to a consistence fit for the potter's wheel, or suitable for front brick, and consequently, in quality, they must nearly resemble the latch brick.

The work is performed by ordinary laborers, chiefly boys. The extreme difficulty of supplying machinery to the rapid performance of such peculiar work, the simplicity of construction, thus greatly lessening the liability of accident, and the moderate cost, have resulted from the invention; besides, there is no time for trifling amongst the operators. Each person must be promptly at his post, and is obliged to move briskly at his work, for the machine will not allow laziness nor indolence—it waits for no one.

NEW ORLEANS AND JACKSON RAILROAD.—We learn that the work on this railroad is suspended for the present, on account of the scarcity of funds in the hands of the company.—*Louisville Caurier.*

☞ A bill to incorporate the Eatonton and Monticello Railroad Company, was read the third time, and passed the Georgia Legislature.

☞ The New Orleans and Opelousas railroad was opened to the distance of eighteen miles on the 3d, inst with appropriate ceremonies.

CINCINNATI, RICHMOND AND FORT WAYNE RAILROAD.

We learn from a gentleman who has just returned from Fort Wayne, along the line of this road, that the work north of Winchester is in a state of forwardness, far beyond his expectations. The entire line is cleared out ready for grading, and he estimates that near one-half of the grading is completed; but as it is in detached parts, it is impossible to correctly estimate the amount completed. Workmen are engaged, and a large amount of materials are on the sites for the bridges across White River, the Salmanie and St. Mary's. The work is progressing finely, notwithstanding the pressure in the money market. The entire line of this work, from Cincinnati to Fort Wayne, was taken by a very respectable company of capitalists, who are amply able to complete the work, with but a limited amount of credit. We understand that the company are now engaged, and have nearly completed the erection of extensive machinery, by which they expect to make the iron rails for their road, and build all the rolling machinery for which they have contracted—that they expect to make and stock the road, under their own direction. They will not be compelled to throw their bonds into the market, and subject themselves to the control of "money lenders."

We are also pleased to learn that the company proper have been enabled to meet all their engagements with their enterprising contractors—the last estimate was met promptly, and they have no doubt as to their ability to meet all future estimates. This presents a healthy state of affairs, and must inspire confidence in the minds of the stockholders and the public.

The company are embracing every favorable opportunity to dispose of the lands taken for the subscription of stock, and in but few, if any instances, has a sacrifice been made in property thus taken and sold.

The success of this project is to be attributed to the untiring industry, and determined energy of the President and Board of Directors. They are all practical, working, business men, and where there is such an association of these qualities, as is combined in the Board having charge of this work there cannot be such a word as *fail!* That the road will be made, is a fixed fact; and that it will pay is equally certain. It will develope the resources of a district of country, heretofore shut out from a fair connection with the "rest of mankind," but which is not surpassed in ability to produce for the consumption of the world.—*Richmond Palladium.*

COLUMBUS, PIQUA AND INDIANA RAILROAD—We learn that there is a large amount of travel upon the Columbus, Piqua and Indiana Railroad between Columbus and Urbana, over which two trains pass daily each way.—At a late meeting of the board of directors, Mr. J. R. Hilliard was appointed Superintendent, and we see by advertisements that he has entered upon the discharge of his duties. Mr. H. has been engaged upon the road from its commencement, and has rendered much valuable service as a member of the board of directors, assistant engineer, &c. He will make a popular and efficient superintendent under whose management the interest of the road will be well cared for, and who will give entire satisfaction, we doubt not, to the traveling public.—*Piqua Register.*

ILLINOIS CENTRAL RAILROAD.

We alluded recently to the difference between the bonds of the Illinois Central Company, sometimes quoted at 84 and others at 89. Being requested for more full explanation, we may state that on inquiry we find that the Company have issued but two kinds of bonds.

The whole issues have been:

1. The 6 per cent. loan negotiated in London, $5,000,000.

2. The 7 per cent. loan negotiated in New York at a premium $4.000,000.

3. The 7 per cent. bonds issued to pay for 70,000 tons of railroad iron bought in England at $40 per ton half cash, and half bonds at par.

4. The 7 per cent. bonds, negotiated at a premium last given, $3,000,000. No bonds whatever have been issued to contractors; the Company have the right to make 20 per cent. on the payments to them in bonds at par.

All these bonds are secured by a first and only mortgage on the whole road and 2,000-000 acres of land; none of them are convertible. The Company have issued no convertible bonds, and none that have any preference over the other issues in any shape.—Those who subscribed to the $3,000,000 loan had the right to subscribe to three shares of the stock of the Company when the capital $17,000,000 shall be made in full, say in 1855. The right exists in a provisional scrip and has nothing to do with one set of bonds more than another. It may be sold separately or with them If it goes with them it is only by special stipulation. The shares sell at $30 for $5 paid in. It is not a close Company, the shares for stock are for sale and at a moderate premium, considering the immense prospects of the Company.—*N. Y. Tribune.*

NEW RAILROAD BRAKE.

Capt. Sylvanus Bennett recently exhibited at Woodruff's office, No. 63 Wall street, a working model of a new plan for stopping cars, operating without brakemen, and wholly at the will of the Engineer, by which the brakes can be applied to every wheel in the same space of time now required to send the alarm to the brakemen on the cars by the whistle. Several gentlemen present were satisfied that the plan was a very important one. Capt. Bennett thinks he can stop a heavy train of cars going at the rate of twenty-five miles an hour in a space of one hundred feet; and going at forty miles an hour in a space of three hundred feet. The principle is very simple. The brakes are applied to the whole train by merely stopping the engine, or by turning the little hand-wheel on the end of any one car. Two cars butting together by any one cause will apply the brakes to both. A rod which is coupled with the cars runs under the whole train, which being shoved back, drives a wedge under the arms of the brake levers, which close a band upon the outer edge of the wheel two-thirds of its circumference. The act of starting the engine relieves the brakes of all the cars instantly. There is also a very simple arrangement for throwing the brakes out of gear when it is necessary to back, still leaving them to be applied by hand just as well with that motion as a forward one. Upon horse cars it can be so arranged that the stopping of the team will put the brakes hard down in an instant.—*N. Y. Tribune.*

RAILROAD CONNECTION BETWEEN ST. LOUIS AND CHARLESTON S. C.

A committee of gentlemen from the southern part of Kentucky, arrived in our city yesterday, to confer with our citizens upon the necessity and propriety of the construction of a railroad through Illinois and the southern part of Kentucky, to connect with the railroad now in the course of construction through Nashville, Tenn., to Charleston S. C. The road they propose would pass through Hopkinsville, and cross the Ohio at or near Golconda, and thence, by a connection with the proposed Murphysboro' and Belleville road, would make almost an air-line connection between St. Louis and Charleston. We have no map before us, and only write from memory. But the purpose of their visit, and the interest they manifest to identify their commerce and business with our city, should secure for them the attention of our citizens. It is a connection which must be made and the line they advocate is as deserving of consideration as any other. The road from Illinoistown through Belleville and Murphysboro' to the Central Railroad, will certainly be built. From that point of junction to the Ohio river, the distance is short, and the construction will be cheap, and from thence to the intersection with the road to Nashville, most of the means have been provided. St. Louis requires a southern as well a northern outlet for her commerce, and when she obtains this she will not be, as she now is, so much subservient to the North in her business.—*St. Louis Republican.*

RAILROAD ACCIDENTS IN EUROPE, AND THEIR CONSEQUENCES.—The old despotic governments have a habit of looking sharply into matters pertaining to the weal of their subjects. Illustrative of this, a Paris correspondent writes as follows:

The accident of the Verseilles road has not as yet been fatal to any of the victims, although several continue in a precarious state. The pieces of the broken rail, which was the cause of the disaster, have been carefully collected and seals have been placed upon them. Experts will be called upon to say whether, from the appearances of the several parts, the Company could have known there was a flaw in the iron, and that the rail was unsafe. From the opinion given, the Chamber of Accusation will or will not, indict the agent of the Company for culpable negligence resulting in broken bones.

BUFFALO AND PITTTBURGH RAILROAD: THE RIGHT OF WAY THROUGH THE COUNTY FARM.—During the the recent session of the Board of Supervisors, Hon. C. J. Fox made application to it for the right of way for the Buffalo and Pittsburgh Railroad through the Poor House Farm at Machias. The discussion was an interesting one, and the remarks upon both sides were pithy and pointed. His proposition so amended as to give to the company the privilege of running their road through the farm *without charge*, was on a vote being taken, carried by a large majority. We regard this vote as being highly creditable to the county. By its result, the company for whose benefit the concession was made and all other railroad Companies, will perceive that Cattaraugus bids "God speed" to every work of utility contemplated withiu her borders.—*Cattaraugus Whig.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97½	100
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855-6	107	108
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	96	98
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	109	110
Do do	2d " convertible	7	1859	102	103
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865	93	94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "	7	1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	105	107
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	86	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	60	70
Columbus and Xenia	50	112	115
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami		70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	65
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	90	92
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	70	75
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	112	115
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	80	82½
Madison and Indianapolis		67	70
Marietta and Cincinnati	50	60	70
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	77½	78
Northern Indiana		123	125
Ohio Central	50	90	95
Ohio and Indiana		65	75
Ohio and Mississippi	50	87½	90
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	108
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	65	70
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50		

As we are desirous of making these tables as perfec and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	122¾
Do (int. ceases July 1).	5	1853	101⅛	102
Do Coupons		1862	117⅛	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	114	116
Do	6	1860	108	110
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	91	92
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	par	½ prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	par	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	par.	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	par	½ prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ℘ ct. discount.	
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$185
80 acre warrants	90	92
40 acre warrants	45	47

MONETARY.

We find the Money Market at the East much easier the past week. Bank supplies have been fair. On call money can be freely had at 7 per cent. on prime paper, from 4 to 6 months at 9@12 per cent; second class paper 12@18 per cent. The indications for an easy market, for a short time at least, are favorable.

Foreign Exchange has been inactive, 109½ being the figure for the best names.

In the Stock Market, a little more activity has been manifested and prices sustained. The best class of Bonds find more ready sale in Wall street. The following sales were made at auction in New York, by A. H. Muller & Co., Dec. 21st:

$11,000 Michigan and Southern Railroad 7s, 1836... 84
2,000 Lyons (Iowa) Central Railroad, 7s..... 50

Albert H. Nicolay, sold on Thursday the 22nd :

$1,500 Bonds on the Vermont Valley Railroad Company, 1860..... 60
2,100 Bonds of the Vermont Valley Railroad Co. 1860..... 60
1,000 Bonds of the Chicago and Mississippi Railroad Co., 1867..... 71½
450 Special preferred Indiana Canal, 5 per cent. Bond..... 10
500 Deferred preferred Indiana canal 5 per cent. Bond..... 10
150 Special Deferred Indiana canal, 5 per cent. Bond..... 8
21 Shares Vermont Valley Railroad....pr.sh... 10
500 " Carroll Copper co..... $2⅜
10 " Third Avenue Railroad..... 84½
40 " " " " 80½

The past week has been one of the mort severe in the money market ever experienced in the West. Though money has been very stringent on several particular occasions heretofore, yet the past week has been unparalleled. The causes are various;—scarcity of currency,—the holydays crowding the business of three days into one,—high rates of exchange, etc., etc. Nor can we look for any amelioration until the ensuing month.

The demand for money continues in advance of the supply, and the rates are quite as high as any quoted by us this season. Exchange on the East has fallen to par and ½ premium.

The stringency in monetary affairs has restrained stock operations For sales of the week we refer to the column headed "CINCINNATI STOCK SALES," from which the market rates of such stock as have changed hands here can be ascertained.

We regret to be compelled to say that the disturbance at Erie, continues unabated despite of "*injunctions.*" This will continue to be the case as long as the leading journals of the State, such as the Philadelpdia *North American*, uphold the rioters in their lawless course.

Does Philadelphia think that by thus fermenting these difficulties, she can compel Western trade to her marts? Far from it, she will find it a suicidal policy. The West cannot be *driven* to trade with any city by the unlawful acts of any lawless community. Why do not the journals of that city throw their influence upon the side of law and order? Why, like their imbecile Governor, do they allow a *mob* to destroy the fair fame of their State? Why, but because they think by thus interrupting the communication to New York, that the trade and travel *must* come to them. In this they will find, to their sorrow, that they have miscalculated the sentiments of the West.

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

BY

HEWSON & HOLMES,

For the Week Ending December 29th, 1853.

THE SALES WERE AS FOLLOWS:

2)	Shares	Peru and Indianapolis Railroad...	65
29	"	Eaton and Hamilton Railroad	57
25	"	Covington and Lexington Railroad	67
75	"	Mad River and Lake Erie Railroad	80
60	"	Cincinnati, Hamilton and Dayton Railroad	105
25	"	Cincinnati, Hamilton and Dayton Railroad.....	103¾
30	"	Lawrenceburgh and Upper Mississippi Railroad.....	68
37	"	Little Miami Railroad.....	112
31	"	" " "	111½
6	"	" " "	111
35	"	" " "	101
75	"	Indianapolis and Bellfontaine Railroad.....	8
31	"	Covington and Lexington RR.....	66½
30	"	Lawrenceburgh & Upper Mississippi Railroad.....	68¾
10	"	Ohio & Mississippi Railroad.....	99
		Indiana Central Railroad.....	76

THE OFFERS WERE:

Richmond and Miami Railroad Stock.....	50 to 52
Lexington and Maysville Railroad Bonds, 2nd Mortgage	70
Lexington and Maysville R.R.....	48
Jeffersonville R.R.....	65
New Albany and Salem R.R.....	54
Kentucky Trust Co. Bank stock.....	99¾
Little Miami with div.....	116¼
Covington and Lexington.....	66

PANAMA RAILROAD.—The New York *Evening Post* says:—The Panama Railroad Company have published a report of the state of their road, from which it appears that the road will be opened to Gorgona on or about the 1st of December, and to the river Obispo on or about the 1st of January, making thirty-one miles in all from Aspinwail, the Atlantic terminus and leaving eighteen miles to construct in order to reach the Pacific, which will be done by the 1st of August next.

A branch road is also under construction from the main line at the Obispo to the Cruces Road.

The total expenditure required to finish the road is stated at $1,246,800.

The iron for the whole road is on the ground.

Miscellaneous.

RIOT AND BLOODSHED ON THE ILLINOIS CENTRAL RAILROAD.—A despatch from Chicago informs us that a terrible riot occurred on Friday at La Salle, among the operators employed at that point on the Illinois Central Railroad, owing to reduction of wages. One rioter was shot dead by Contractor Albert Story. The latter's office was afterwards attacked and pillaged, and himself brutally murdered. Mrs. Story was fired upon, but escaped. It is reported that Dunn, Story's foreman, shot nine laborers.

The sheriff arrived, and meeting with resistance, shot one Irishman dead, and wounded two others. Thirty of the rioters were arrested. Story's body was horribly mutilated.

La Salle, near which the riot occurred, is at the terminus of the Illinois and Michigan Canal, on the Illinois River. Peru, at the head of navigation, is but a mile below it, the two places in fact forming a continuous town. It is here that the Central Illinois Railroad, now being built, crosses the river.

THE ATLANTIC AND OHIO RAILROAD.

As now projected, and part of which is now advertised for letting, cuts twelve counties in Ohio. The *cash* value of the real estate in said counties, as shown by this year's appraisal for taxation is $94,298,945. Its actual value may therefore be set down in round numbers to be at least $100,000,000. Ten per cent. on this would very nearly double the amount of capital called for in the company's charter, as necessary to construct the road. Five per cent. on the valuation of real estate alone would nearly equal the capital stock of the company. In other words, those counties could build the road, throw their stock into the fire, and still make money by it. But in addition to the real estate, said counties are taxed upon their live stock, over and above all exemption, by this year's estimate, for 105,804 horses; 304,139 head of cattle; 661,484 head of sheep, and 425,314 hogs. This estimate counts Stark county the same as Mahoning, but the true figures in regard to Stark, are not at hand. In addition to the counties cut by the road, the estimate should include a number of other counties tributary to it, and which will find their best outlet over it to the New York market, which would bring up the amount to some 150,000 horses, half a million of cattle, a million of hogs, and a million of sheep. How could such a road fail to pay dividends?—*Ohio State Journal.*

PHILADELPHIA AND BALTIMORE RAILROAD COMPANY.—A meeting of the Philadelphia and Baltimore Railroad Company, is to be held at Churchville, on Monday the 9th of January next, for the purpose of electing a President and twelve Directors for 1854. A proposition is to be submitted amalgamating the Charter of the Company with that of the Pennsylvania Central Railroad, whereby it is thought facilites will be obtained tending to further the progress of construction.—*Hartford Republic.*

TECUMSEH BRANCH AGAIN.

It will be interesting to the friends of the road, to know that this enterprise, which seems to have centered upon itself a solution of the important question, whether the people of the State of Michigan or the Michigan Central Railroad are to rule the Peninsula, is slowly but surely progressing. The grading is completed as far as Clinton, and soon will be to Manchester. It is laid with heavy T rail as far as this place—and teams are constantly in motion transporting it beyond. The heavy bridge across the Raisin, between this and Adrian, will be done in about two weeks, after which the passenger train, discontinued for a time, will run regularly to this place, and beyond as fast as the road shall be completed. There is a fine passenger depot under way here, also another at Clinton nearly completed. This enterprise is giving unusual life and animation to the whole valley of the Grand River.

"But, are you not enjoined from coming within five miles of Jackson?" says some one. Of course we are, and expected to be. How could Judge Douglass—himself deeply biassed by a large Detroit interest, and surrounded by an interested Central Railroad constituency—have been expected to do otherwise than grant the preliminary injunction? It would probably have doomed him if he had not. The Central Railroad very well understood this when they went into Detroit, another district, and some seventy miles from where the alleged wrong was committed, to apply for the injunction.

But, that the Supreme Court of the State of Michigan shall be brought to decide that any Legislature of the State of Michigan ever did, or could have intended, by any charter or sale of railroad, to cut off forever the north from the southern portion of our state by an impassable barrier; or that even if they had been weak enough to intend to do so, there ever was, in any sense, delegated to them, acting in their representative capacity, the power to do so, is simply absurd The time has not yet come when the corrupt influence of a corrupt monoply can so override the interests of an entire state. They have shown the cloven foot too soon, and a forewarned people will hereafter take care of themselves.—*Tecumseh Herald.*

THE ALBANY AND WEST STOCKBRIDGE RAILROAD COMPANY, through its President Marcus T. Reynolds, gives notice in the public papers, that they intend to apply to the next Legislature of the state, for the privilege to construct a bridge across the Hudson river at Albany. There is do doubt that all the railroad companies, East, South, North and West, and in the far West, would be greatly benefited by means of a bridge. The opposition made against such a proposition by the Trojans, defeated it several years ago; but whether they retain that power will be tested during the winter.—*Rough Notes.*

NEW BRICK MACHINE.

Now in Successful Operation in Baltimore.

IT is so simple that any common mind can learn to manage it in two or three days. You have merely to shovel clay into a box, and attach a horse to the sweep. The machine tempers the clay and molds the bricks in the most perfect manner, such as the most experienced hand can scarcely equal. When burned they are found to be stronger and more solid than those made in the usual way because the clay is worked stiffer under the pressure of the screw, than it is possible to mold by hand. For a machine driven by steam, the clay is taken direct from the bank and passed through a pulverizer, which removes the stone and prepares it for the soak pit. Supposing the clay at hand, nine men and three boys will mold 15000 bricks per hour. Price $500. A five mold machine worked by a horse, with four men and four boys, will mold 1000 bricks per hour. Price $300. A four mold with the same force, will mold 800 bricks per hour. Price $250. Obtained gold medals from the Maryland Institute, 1853; premium from the Maryland Agricultural Society 1853. For further particulars in a pamphlet containing full instructions on Brick burning address.

FRANCIS H. SMITH.
dec-291* Baltimore.

HARDWARE!
MEAD, SELDEN & CO.,
No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows:

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges.	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses,	Saws,
	Japan Ware,	Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
dec22†

Office of the Ohio and Mississippi R. R. Co.,
CINCINNATI, Oct. 14, 1853.

THE Stockholders of the Ohio and Mississippi Railroad Company, are hereby notified that an installment of five dollars per share has been called, due and payable on the 15th day of December, 1853. By order of the Board,

oc20 H. H. GOODMAN, Sec'y.

OFFICE OF THE OHIO AND MISSISSIPPI R.R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an instalment of five dollars per share has been called for due and payable at the office of the Company. No. 95 Fourth-street, on the fifteenth day of February, 1854, being the ninth instalment.

By order of the Board
ec22-tf H.H GOODMAN, Secretary.

Cincinnati, Wilmington and Zanesville Railroad,

OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12 50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morning train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Racine, Janesville and Mississippi Railroad.

NOTICE TO CONTRACTORS.

SEALED proposals will be received by the Racine, Janesville and Mississippi Railroad Company, at their Office, in the city of Racine, Wisconsin, until noon of Monday, the 2d day of January next, for the grading. masonry and bridging of their line of Railroad, from near the village of Burlington, on Fox river, in Racine county, to the village of Beloit, on Rock river, in the county of Rock, a distance of forty-two miles. The work is divided into sections from one to one and a half miles in length. Proposals will be received for one or more sections or for the whole work.

Profiles and specifications can be examined by parties wishing to contract, on and after the 20th inst., at the Office of the Company in Racine.

This part of the line passes through the richest, most populous and healthiest part of Wisconsin, where provisions and other supplies can be obtained in abundance, and at low rates.

Any further information in reference to the work may be obtained on application to Leverett H. Clark, Chief Engineer, or of the undersigned.

By order of the Board of Directors.

HENRY S. DURAND, President.

☞ Communications by mail can be addressed as above.

RACINE, Wis., December 10th, 1853.
dec22tt

MORRELL, SHOEMAKER & Co.,
Manufacturers of
Sheet, Boiler, and Bar Iron,
RAILROAD IRON AND CHAIRS.
No 64 Second St., one door west of Broadway.
†mr10

LIGHTNER'S
PATENT AXLE BOXES
FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted:—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,

IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

IMPORTANT TO
RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.,
Felicity, Clermont County.
☞ Communications addressed to T H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF
Marietta and Cincinnati R. R. Co.,
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.
A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,
Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
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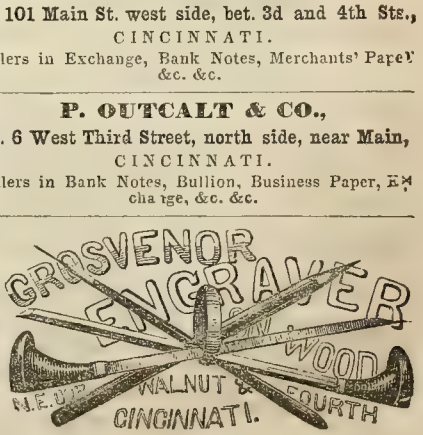
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Collections made on all the principal cities of the Union

WESTERN BANK,
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Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.
Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
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Dealers in Exchange, Bank Notes, Merchants' Paper &c. &c.

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Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.



HENRY H. SHIPLEY. WILLIAM SHIPLEY.

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Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
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Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. Hayden can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

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Views of Buildings, Diplomas, and Portraits,

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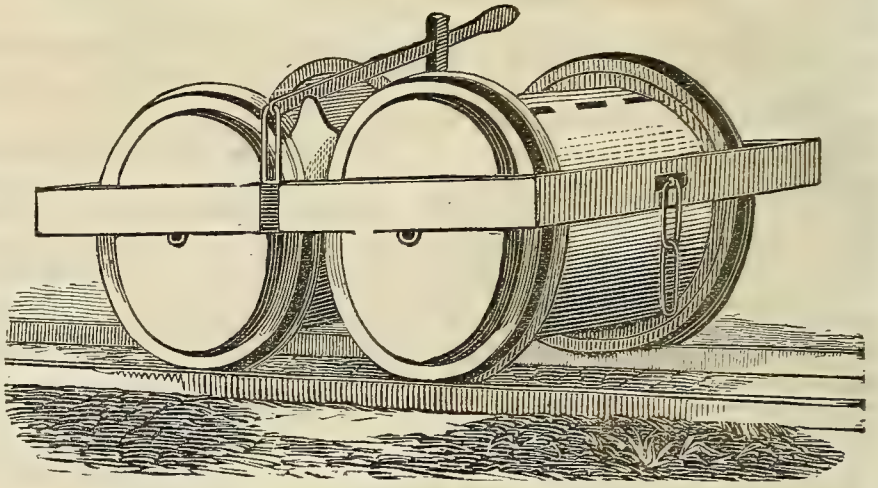
OFFICE DAYTON & CINCINNATI R. R. CO.
CINCINNATI, Dec. 9, 1853.

THE Stockholders of this Company are hereby notified that the Sixth instalment of 10 per cent. on the Capital Stock, is required to be paid on the 10th of January next.

By order of the Board.
dec.22 JOHN C. THORP, Sec'y

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



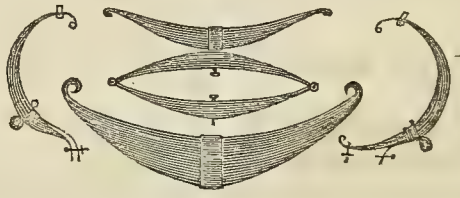
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Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

Norris Brothers, Locomotive Builders, Philad.
A. C. Gray, Pres't New Castle Manuf. Co.
U. Wells, R. R. Car Manuf. Petersburg, Va.
I. R. Trimble, Supt. Philad. R. R. Co.
M. B. Millen, Gen. Supt. C. R. R. Savannah, Ga.
Emerson Foote, Supt. M. & W. R. R. Macon, Ga.
Thomas Dougherty, Master Mach. do.
Thos. Sharp, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

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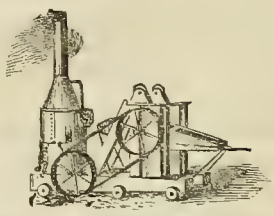
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Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21

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TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

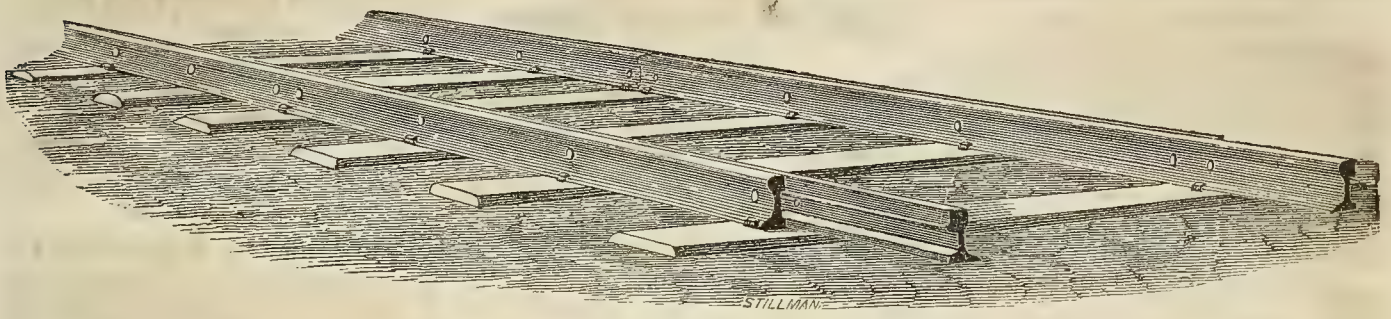


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts.
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J. F. WINSLOW, Troy, New York
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Lithographic Establishment,
CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
†mr3

HEWSON & HOLMES,
Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y.

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons.

UPON THE

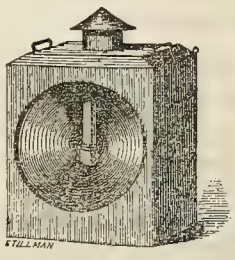
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

FULTON CAR WORKS,

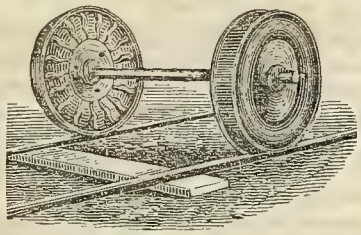
CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of R. R. Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel



in Cincinnati, Covington, and Newport, he is now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles. Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

All orders addressed GEORGE KECK,
†ap14. Fulton Car Works, Cincinnati, Ohio.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

PHILADELPHIA
Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond.....	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

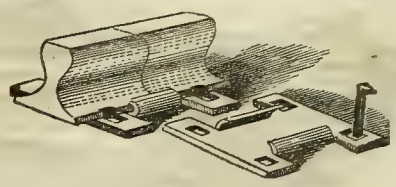
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils, 10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over $250,000, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.

Branch Office, No. 5 Nassau St., New York.

Branch Office, No. 18 Congress St, Boston, Massachusetts.

Branch Office, No. 59 Second St., Baltimore, Maryland.

Branch Office, No. 48 Camp St., New Orleans, Louisiana.

Branch Office, Pittsburgh, and Alleghany City.

Branch Office, No. 30 West Third St., Cincinnati, Ohio.

Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.

AMBROSE W. THOMPSON, Vice Pres't.

CHARLES G. IMLAY, Sec'y and Treas'r.

PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.

WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL.

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

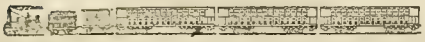
Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,

†mr24 9 and 11 West Second St., Cincinnati.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21¼ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5 o'clk, A. M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M., for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00

Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "
The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

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From Cincinnati to Montreal via Lake Shore Road, 18 00
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From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

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AND

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E. D. MANSFIELD, EDITOR.

For TERMS and list of Agents, see last column last page.

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RAILROAD MAP.

WE have now ready A RAILROAD MAP OF THE WEST, containing ALL THE RAILROADS constructing completed or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 × 38 inches, and can be sent by mail.

Price—plain	40 cents.
Colored in outlines	50 cents.
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Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the RAILROD RECORD OFFICE will secure prompt attention.

WHAT IS THE LIMIT OF COMPETITION AND PROFIT ON WESTERN RAILWAYS?

We continue the subject, commenced last week, with a view of adding some other facts to those we then advanced. By way of excluding an erroneous inference,—we repeat that our object is not to encourage new speculative schemes, nor to deny the obvious truth, that there *may* be an injurious competition; but simply to prove that the Railways of the West *now* undertaken are not likely to ruin each other by undue competition. The Central West is a *great* country in the *literal* sense of the term. It has room enough for all the Railroads which can be crammed into Old England, and New England, with France to boot. Let us look a moment, at the States in the Valley of the Ohio, and its tributaries.

Ohio,	40,000	square	miles.
Indiana,	35,500	"	"
Illinois,	60,000	"	"
Kentucky,	38,000	"	"
Tennessee,	43,500	"	"
	217,000	square miles.	

Let us compare this with some of the countries in Europe :

England, Scotland and Wales,	90,000	sq. miles.
France,	213,838	" "
Italy,	119,555	" "
Austria and Hungary,	235,000	" "

The five States of the Ohio Valley are equal to France in extent; nearly the same as the whole Austrian Empire; double that of Italy; and two and a half times as large as England, Wales, and Scotland! Their means of wealth, and support, are naturally greater than in any of those countries. Let us make now some comparasons, in regard to Railways. In England there are 6,000 miles of Railway, or a mile of Railway to each 15 square miles. At the same rate, there would be 15,000 miles of Railway in the Valley of Ohio. Take now, a comparason of Railway results. The "Great Western" is one of the most productive, and valuable of English Railways, and these are its elements :

Length,	319 miles.
Cost,	$80,380,000.
Cost per mile,	251,000.
Gross Receipts,	6,500,000.
Dividend,	4 per cent.

It appears from this, that the cost of this Road is fully *eight times* as much, as the cost of the Ohio and Mississippi Rail Road, which is longer, or will be. It is true, that it has more track and more equipments. But, that additional expense does not arise out of the *business* of the Road, so much, as the necessity in England of doing that business in an expensive way. We undertake to say that, in *proportion to the cost*, the gross receipts of the Ohio and Mississippi Railroad will be *four times* that of the Great Western.

But it appears that the *expenses* of running the "Great Western," are quite as great as those of our Railways, although they have cheap labor in England, and all possible machinery for convenience and economy.

Finally, the cost of the "Great Western" is six times as much as our Ohio Railroad *with double tracks, surplus machinery, and the most expensive depots and shops.* These we have not got yet; but, when they are all got, the cost will not be one sixth that of the "Great Western."

In looking into the traffic of the London and North Western Company, we find that the cost is $260,000 per mile, and the dividend 5 ½ per cent. Let us suppose, for a moment, that in an American railway, every element remained the same, except the cost; and we will put the cost (for the sake of a *maximum*) in Ohio, Indiana, and Kentucky, at $40,000 per mile; enough for double track, and machinery. Now, every other thing remaining the same, the dividend on the American railway will be 33 per cent. But, it will be said, they are *not* the same. England is a much more populous country; has more business in proportion. Let us look at this, too, in the light of *facts.* England has the advantage over Ohio, in only one particular—*population.* This is much, in regard to passengers; but, among the middle classes, and rural population—the Americans travel four times as much. Hence, the lesser numbers is nearly made up by the greater activity, in regard to *movement.*

In order that we may realize the vast *relative* productiveness of the Central-West,—as compared with Great Britain,—(on which the success of our railroads depend)—let us compare the Agricultural production of Great Britain with that of an equal space of ground in the Ohio valley. According to McGregor, the Agricultural production of Great Britain (120,000 square miles), was this :

Grain	262,500,000 bush.
Horses, &c.	1,900,00
Horned Cattle	10,500,000
Sheep	44,100,000
Hogs	5,250,000

Now, Ohio, Indiana, and Kentucky—three states, grouped together on the Ohio—have just about the same surface with Great Britain. Their population is 4,000,000,—just *one-seventh* (mark!) of Great Britain. Their production, according to the Census was thus:

Grain	221,668,161 bush.
Horses, &c.,	1,176,000
Horned Cattle	2,825,825
Sheep	5,277,544
Hogs	7,039.709

The surface being the same, and the population but *one-seventh*, we see at a glance, how greatly superior is the production of the Ohio valley; but that this may appear more evident, we construct a little table of comparative results:

	Ohio Valley.		Great Britain.
Grain	6	to	1
Horses and Mules	4	to	1
Horned Cattle	2	to	1
Sheep	4-5 ths	to	1
Hogs	10	to	1

Sheep is the only thing of importance in agriculture, of which Great Britain raises more in proportion, than the Ohio valley, and that in a slight degree; while in all other articles, the disproportion is immensely in favor of the Ohio valley. Now, it is this *surplus agricultural production*, which is the great element of traffic in Western railways. Even a large part of the passenger movement is caused by the same element: a great number of persons being engaged in the agricultural *movement*. Taken as a whole, the same surface of ground in the Ohio valley, is capable of sustaining a much greater number of miles of railway, than Great Britain is. The proportion of railways in Great Britain, applied to the three States above named, would give them 7,200 miles of railway.

In the above compaiison we have considered only Great Britain. Let us now proceed to draw a parallel with New England. In Massachusetts, Connecticut, Rhode Island, Vermont and New Hampshire, (we exclude Maine, because so much of that State is unoccupied and barren)—there are 2,552 miles of railway, on 30,116 square miles of surface, and a population of 2,144,916. There is, then, 1 mile of railway to 12 square miles, and a *density* of 70 persons to a square mile. Now, here again, the advantages for railways in New England are much inferior to those in the Central-West. The population is but little greater per square mile; while the *surplusses* to be carried off, are comparatively but very little, *Three-fourths* of Ohio, (excluding the north-west quarter), has a population of 54 to a square mile; and the Miami country, has 80 to a square mile. The New England roads however, average 6 per cent. dividends, or about the same with their Banks.

This is not very tempting out in the West; but as the cost is 30 per cent. less, and we suppose production much greater,—the *same proportion* of railways will yield here 10 per cent. But, that proportion is, in the three states of Ohio, Indiana and Kentucky, 10,000 miles. The result of our inquiry then is this: that if *all* the railroads yet projected in the Ohio valley were actually made, there would be neither too many nor too much competition. While this is true, however, it is also true, that the business of railroads may *run faster than the surplus capital available for its increase*, and this was unquestionably true in the last year. There was a temporary check up in the autumn; but while that check lasts, capital accumulates, and, like a dammed up stream, soon breaks away the obstacles, and things run on as they did before. This will soon be the case again.

THE DISTURBANCE AT ERIE.

The lawless course pursued by this community has at length aroused the indignation of the people throughout the entire West.—Meetings have been held and are being daily held, in all the principal cities, whereat the course of this benighted people, is strongly reprobated, as it deserves. Cleveland, Cincinnati, Indianapolis and other places, have spoken and despairing of a hearing by the Erians, have appealed to their representatives in Congress, to adopt some means, whereby the great National mails shall be protected from the attacks of an unprincipled mob, setting at defiance the laws of the land.

Were the simple detention of the mails, the only detriment inflicted upon the community, it might be endured, for a season at least, as we are used to it; until starvation, which we understand is now staring many families in the face, in that God-forsaken place, should reduce them to submission to the laws; but other and far more important injuries are being caused to the business of the West, as well as damage and personal injury to travelers. The great highway of eastern and western communication has been blocked up and the country at large made to suffer for the acts of a few political demagogues, for it is not less true than strange, that the existing difficulties owe their origin entirely to the few pandering to, and inflaming the prejudices of the many, hoping thereby to obtain popularity—and well have they succeeded—and now like the "father of evil," having led their benighted followers into danger and difficulty, they, the prime movers, are striving quietly to withdraw and leave their victims to suffer the penalty.

But passing over the sufferings of travelers over that road; the freezing of hands, feet and ears of women and children, what is most reprehensible in the whole matter is the imbecile course of the state authorities. Where is there a public document equal to that of Pennsylvania's "model" Governor, to the Erians? What need of greater encouragement than that afforded by the silence, or what is worse the luke-warm condemnation of the "press" throughout the state? Had this latter powerful engine but performed its duty, this matter would have been nipped in the bud. What can Philadelphia hope to reap from it but obloquy, reproach and loss of trade? Witness the resolutions passed at the meetings of merchants in the Western cities; do they look like upholding her in her silent acquiescence?

As to the people of Erie, they have crossed the Rubicon—to proceed is death, to withdraw but little less than death, entailing as it does the necessity of not only acknowledging the error of their course, but also bringing about *a pay day, a day of final reckoning*, resulting in heavy fines and imprisonment; for some body must foot the bills for loss and damage, and atone to the offended law.

But the damage to Erie and the State at large, will not stop here; the stigma will still attach to both of them, and remain a long time to reproach the lawlessness of the one and the imbecility of the other; while Governor Bigler has built for himself a monument that will endure as long—as he lives.

What the result will be none can tell.—Too much praise cannot be awarded to the Railroad Companies, for their temperate course in this matter; any other plan of action would have resulted in a great loss of life, without any benefit. As it is, life has been taken; but thus far the burden of blame rests with the Erians. We hope in another issue to have the satisfaction of announcing the final close of this disgraceful outrage, either by the intervention of the General Government, or by some action on the part of the already too long quiescent state authorities.

MAYSVILLE AND LEXINGTON RAILROAD.

From the Carlisle *Ledger*, we learn that the work upon this road has not been entirely suspended. The tunnel upon section 24 was completed the past week; and the still longer one upon section 25 is progressing rapidly. The work upon these tunnels has been of a very heavy kind; the nature of the rocks excavated, is such as to render the operation extremely dangerous. The tunnel on section 24, was commenced less than a year since; it is now completed and ready for the rails. The other tunnel is being prepared for the masonry and will be completed early in the ensuing year.

Messrs. Dawson & Proctor, the contractors, deserve much credit for their energy and perseverance.

The road is opened and cars are running from Lexington to Paris, 16 miles, and it is hoped that some 7 miles more to Millersburgh will be finished ere winter is passed.

The Covington and Lexington road will unite with this line at Paris, and run over the same track to Lexington.

BRIDGING THE MISSISSIPPI RIVER.

Since so many lines, tending from east to west, have been laid out, the subject of crossing the Mississippi has excited considerable attention. The most prominent among all the proposed points is Rock Island, the western terminus of the Chicago and Rock Island Railroad. This bridge, if our memory serves us rightly, has been put under contract, and was expected to be completed the coming spring. The Keokuk *Whig* advises us that the District Court of the United States has granted an injunction to restrain its construction, and adds that the "injunction will probably be perpetual." Upon what grounds the bridge is enjoined the *Whig* does not say.

So far as we can see, with our present knowledge of the case, we cannot understand how such an injunction can be made "perpetual." From every information as to the fitness of the spot for a crossing, and the necessity of such a crossing at that point, we had supposed that no objection could, or would be made to the bridging of the river there.

As we before remarked, we are in the dark as to the grounds of the injunctions, so can not argue upon them. We can only express our regrets that any thing short of actual and indisputable damage to navigation should intervene to prevent the consummation of an end so desirable as the uninterrupted connection of the Illinois and Iowa roads; not at this point only, but at any and all points where needed.

NASHVILLE AND CHATTANOOGA RAILROAD.—From the Nashville *Union*, we learn that at an election for Directors of this company, held at Murfreesboro, the old Board was re-elected by a majority of nearly four to one.

This road is now nearly completed, and would have been entirely so, but for an untoward accident in having the *draw* of their bridge over the Tennesee, sunken in 12 feet water upon the steamer Mary McKinney, upon which it had been shipped from Knoxville, where it was framed. The other portions of the bridge are completed, and the track beyond the bridge is all laid, the delay being caused by the draw. How long this accident will put them back is uncertain. This is an important road, and has been pushed to an early completion.

NEW ALBANY AND SANDUSKY RAILROAD.

From the Brookville *Democrat*, we learn that John S. Davis, Esq., has been made President, and —— Anderson, Chief Engineer, of this Road; also, that a meeting will be held at that place early in the present month relative to the Road.

The opinion of the *Democrat*, formed after conversing with Mr. Davis, is, that the road will be built with very little delay; the means are already provided, and contractors ready. Success to them.

MISSISSIPPI CENTRAL AND TENNESSEE RAILROAD.

The West Tenn. *Whig* of the 22d ult., contains the charter of this Road, as passed by the Legislature of Tennessee, from which we gather the following elements:

It commences at the south line of the State, at the point where the Mississippi Central Road strikes it, and passes at, or near, Bolivar to Jackson; with power to extend a branch, or branches to Nashville, or any point in the direction of the Kentucky State line.

The Capital Stock is $2,000,000, in shares of $50, each. The Tennesse portion of the line may be consolidated with the Mississippi portion, or be run separate. In other respects the Charter is as liberal as any one could wish.

Tennessee is now going ahead with her Railroads, and will soon have her ratio of the iron track laid down.

THE RECORD—APOLOGY.

We owe our patrons an apology for the manner in which the last number was issued. Owing to a recent change in our composition and press-rooms, we were belated in getting the number out, and in the consequent haste, numberless errors, marked for correction, were entirely overlooked, and whole articles were inserted without correction, such as the "Table of Contents" for instance.

We have printed off a small edition *corrected*, and shall be pleased to supply such of our subscribers as desire to bind the work with corrected copies, upon application.

We trust that the same thing may not occur again.

RAILROAD ELECTION.—We learn from the Covington Journal, that on Thursday last, the annual election for Directors of the Covington and Lexington Railroad Company was held at the office of the company in that city. The members of the old Board were re-elected, and are, M. M. Benton, John B. Casey, F. G. Gedge, A. L. Greer, O. A. Withers, Covington; A. Robins, Pendleton county; J. T. Garnett, Harrison county; Garrett Davis, Bourbon county; G. W. Sutton; Fayette county.

The stockholders have most emphatically endorsed the action of the Board. Not a vote was cast against either of the gentlemen composing it. The newly elected Board re-appointed the old officers, viz:

M M. Benton, President; F. G. Gredge, President pro tem.; S. J. Walker, Treasurer; F. Wise, Secretary.

INDIANAPOLIS AND CINCINNATI RAILROAD, LATE LAWRENCEBURGH AND UPPER MISSISSIPPI.—This road is now fairly in operation, and is doing an exceedingly good business. The receipts for one week in November and three in December show the sum of $18,578 26. Few new roads can equal this.

FROM CINCINNATI TO LOUISVILLE DURING THE SUSPENSION OF NAVIGATION.

As many of our readers are not aware of the most direct route between these two points, when the river is closed by ice, we give below the best routes.

When connection can be made at Lawrenceburg, by boat, the distance can be made in 12 or 13 hours, by way of Shelbyville, Edinburg and Jeffersonville, at a cost of $5. But, as is the case at this time, when the river is entirely closed, the route is by the way of Indianapolis—thus: Take the evening train at 3.30, over the Cincinnati, Hamilton and Eaton road to Richmond, there change to the cars of the Indiana Central road for Indianapolis, at 7 o'clock, arriving at 11 o'clock P. M., remaining all night at Indianapolis, and taking the cars of the Jeffersonville road next day at 11.45, A. M. Cost $5 75, for railroad fare.

It is to be regretted that the trains on the Madison road,—in connection with which the Jeffersonville cars run as far as Edinburg—do not delay their departure some three-quarters of an hour, in which case connection could easily be made with the morning train, 5.30 from this city; but as it now is, passengers have to remain all night at Indianapolis, whether they take the morning or evening train from this city.

Returning from Louisville to Cincinnati, *the connection is made by way of Indianapolis*, so that passengers leaving Louisville at 6 A. M., reach Cincinnati at 7.30 P. M. the same day, over the route just given.

We shall in our next issue give full particulars of this route.

RAILROAD ACCIDENTS IN FRANCE.

A trial of four officials of the Bordeaux and Poitiers Railroad in France, was recently had, on charge of "causing homicide and wounds by negligence, imprudence and inattention to the regulations of the company." They were convicted and sentenced as follows:

"By virtue of the law of July 15, 1845, on the Police of Railways, M. de Sassenay is condemned to two years' imprisonment, and 1,500f. fine.

M. de Crevecœur to one years' imprisonment, and 1,500f. fine.

M. Landre to one years' imprisonment and 1,000f. fine.

M. Leroy to six months' imprisonment and 350f. fine.

All four are condemned in the costs of the trial.

M. Didion, Manager of the Company, is condemned as civilly responsible for the above fines and costs.

It is very lucky for managers of Railroads in this country, that they are not subjected to French law, or tried by French tribunals.—*N. Y. Tribune.*

☞ We are indebted to Cyrus Jennings, Esq., of Tennessee, for valuable railroad information for our map, of which we shall avail ourselves in the ensuing edition.

JUNCTION INDIANA RAILROAD COMPANY.

President's Report.

The Junction Railroad Company was originally incorporated in February 1848, by the State of Indiana, for the purpose of constructing a railroad from Rushville, Indiana, by the way of Connersville and Oxford, to connect with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, Ohio. The Legislature of Ohio in March 1849, granted to this company the right to extend its road from the State line to Hamilton; and gave to it all the rights, privileges and powers granted to railroad companies by the general law of Ohio, passed in February 1848.

The Ohio and Indianapolis Railroad company was incorporated in February 1853, under the general law of the State of Indiana, for the purpose of constructing a railroad from Rushville to Indianapolis. This company was organized by the friends and Stockholders of the Junction Railroad, for the purpose of obtaining a direct communication, upon a continuous railroad of the same gauge, between Indianapolis and Cincinnati. By an act of the Legislature of Indiana, passed March 1853, the right of way through the land of the State surrounding the asylum for the deaf and dumb, was granted to the Ohio and Indianapolis Railroad Company. This grant recognizing the organization of this company shows the high estimate which the Legislature placed on this road which was understood to be, in effect, an extension of the Junction Railroad; and exhibits the liberality of the State to these great works by which it is eminently distinguished.

This company was afterwards, in April 1853, consolidated with, and merged into the Junction Railroad Company. By this merger, the Junction Railroad was extended from Indianapolis to Hamilton, ninety-eight miles, where it connects with the Cincinnati, Hamilton and Dayton Railroad, being the only road of a uniform gauge, which will soon be constructed between these important cities.

It is not deemed necessary to give a minute description of the country through which the Junction Railroad passes, or to present elaborate estimates of the business of the road. The commerce and business of the counties through which the road is located, will be largely increased by the facilities which it will furnish. The business of the country through which the road passes is already awaiting its construction.

The wealth, population and improvements of the several counties on the line of the road are well known. The counties of Union, Fayette, Rush, Shelby, Hancock, and Marion are the most populous and highly improved counties in the State, and are rapidly increasing in all the elements which give profitable employment to railroads.

The towns through which this road passes indicate the importance of the business which will be done upon the road. Oxford, College-Corner, Liberty, Brownsville, Connersville, Vienna, Rushville, Burlington, Morristown and Palestine, will depend exclusively upon the Junction road for their connection with Indianapolis and Cincinnati.—These towns and others, which will spring up at eligible points on the road, will each become the center of a large, populous and wealthy neighborhood, which will pour its business into this channel. Liberty, Connersville and Rushville, the county seats of Union, Fayette and Rush counties, are already large and flourishing towns; and Oxford with her numerous institutions of learning and rapidly growing population, will contribute largely to the profits of the Junction Railroad. The local business of the road will of itself make the stock profitable.

In addition to a large and constantly increasing local business, it is believed that the Junction Railroad will be the route over which the largest portion of the trade and travel between Indianapolis and Cincinnati will pass.

Taking into consideration distance, curvature and grade, it will be found that the Junction road can be run in less time, and with less expense than any other proposed route between Indianapolis and Cincinnati.

The Company was organized in 1849, and a considerable amount of stock was subscribed, and surveys were made preparatory to the location of the road from Rushville to Hamilton; but a difference of opinion arose as to the best route, which produced a temporary suspension of operations on the road. Early in 1852, the company was reorganized, and new officers elected, who immediately adopted measures to increase the capital stock of the company, and to make the location of the road upon the route originally designated in the charter.

An amount of stock which was deemed sufficient to warrant a commencement of the work was obtained, and an arrangement having been made with the Cincinnati, Hamilton and Dayton Railroad Company, which secured the completion of the whole road from Rushville to Hamilton, the division from College Corner to Connersville was put under contract in January last for the grading, masonry and bridging. The work was taken in sections and sub-divisions, by efficient, responsible contractors, at prices much below the rates at which other Western roads have been put under contract.

In June last, a contract was made with Messrs. Bates and Neil, experienced and energetic railroad builders, for the grading and masonry of the division extending from Connersville to Rushville. This is comparatively the most expensive division of the road. And on the 2d August the remaining divisions, from Hamilton to College Corner, and from Rushville to Indianapolis, were put under contract for the construction of the grade and masonry. The division from Hamilton to College Corner was awarded to Wm. Higdon, and from Rushville to Indianapolis to Messrs. Craycraft, Williams and Ryan.

The superstructure of the bridges on the second division was awarded to Messrs. Lyman and Rindge, who have executed a contract for building the bridges upon this division on the plan known as Thayer's Patent Truss Bridge. Bids have been received for building the bridges upon the other divisions, but no decision has yet been made upon the proposals. Contracts have been made to furnish the cross-ties upon the whole road from College Corner to Indianapolis; and bids have been received for delivering the cross-ties upon the division from Hamilton to College Corner.

A modification of the agreement which had previously been entered into with the Cincinnati Hamilton and Dayton Railroad Company was made in June last, for the extension of the Junction Railroad to Hamilton, and for the permanent connection of the two roads at Hamilton.

In consideration of this connection, the Cincinnati Hamilton and Dayton Railroad Company has agreed to subscribe two hundred thousand dollars to the capital stock of the Junction Railroad Company.

Cost of Construction.

The report of A. H. Campbell, Chief Engineer, presents in detail, the estimates of the cost of the several divisions of the road. These estimates are based upon the contracts for the construction of the road, to which *twenty per cent.* is added for increased work and contingencies.

It appears from this report, that the whole road from Hamilton to Indianapolis, 98 miles, when completed and in running order will cost only $2,130,159; being $21,736 per mile.

The following are the items presented in the report of the engineer in which a very liberal allowance is made for contingencies.

Cost of grading, masonry, and bridging the whole road, 98 miles,....	$827,509
Cross-ties and laying the track,...	111,000
Ballasting the road with gravel, one foot deep	72,750
Right of way, depot grounds, and buildings,.....	100,000
Iron rails, chairs and spikes for 102 miles, including side tracks.....	918,000
Expenses of Engineer corps and contingencies,.....	100,000
Total cost of the road in complete running order.....	$2,130,159

Stock Subscribed and available Means for the Construction of the Road.

The total amount of stock subscribed is *one million, seven hundred and sixty nine thousand, four and seventy-four dollars.*

Of this sum there has been subscribed by the Cincinnati, Hamilton and Dayton Railroad Co., as per agreement,.....	$200,000
Contractors for the construction of the road have taken by their contracts.....	246,624
Individual subscriptions in cash and real estate, amount to.....	1,322,853
Making the total subscriptions of stock as stated, ...	$1,769,474

The subscriptions in cash, and bonds equivalent to cash, and in stock taken by the contractors are as follows:

Subscriptions by the Cincinnati, Hamilton and Dayton Co. in cash and bonds of other companies	$160,000
Subscriptions by the contractors,	246,624
Cash subscriptions by other individuals,.....	186,500
Amount of subscriptions in cash, bonds, &c.,.....	$593,124
Subscriptions in real estate,.....	1,176,350
Total amount of stock as above,....	$1,769,474

Additional subscriptions are daily added to the stock of the company, which will in a short time be increased to two millions of dollars. The large subscriptions to the capital stock of the company, and the progress which has been made in the construction of the road, cannot fail to place it in a very favorable position.

This exhibit shows that the company will have unquestionable security to offer for all the balance of the funds required to complete the road. It will probably be necessary to anticipate the sale of real estate by mortgaging the road to obtain money for the purchase of iron. This will enable the company to sell their real estate for much higher prices, as it will undoubtedly advance in value with the improvement of the country. Most of the real estate held by the company is in new counties, and in locations which are rapidly improving.

It is the intention of the directors to increase the stock to an amount which will insure the completion of the road by its own capital and resources. The only safe policy is to rely for the means to build the road principally on the stock of the company itself, without necessarily resorting for a large part of the funds required, to the sale of bonds, which are often disposed of at a ruinous sacrifice where the companies have not a sufficient basis to ensure public confidence.

Only one hundred and twenty-five thousand dollars of ten per cent. convertible bonds payable in ten years, have been sold. These bonds were purchased by the Ohio Life Insurance and Trust company, at par.

Connecting Roads and Through Business.

1. An important connection of the Junction road has been made with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, as above stated. By the contract which has been duly executed by the respective companies, the Junction Railroad will be practically extended to Cincinnati, and will have the free use of the depots of that company at Hamilton. The subscription of *two hundred thousand dollars* to the stock of the Junction Railroad by the Cincinnati, Hamilton and Dayton Company, shows the value of this arrangement to both roads. The advantages of this connection and of the location of the road upon the most favorable route between Indianapolis and Cincinnati, will make the Junction Railroad one of the great thoroughfares of the West.

2. The Cincinnati and Marietta Railway Company propose to extend a branch of their road to Dayton or Hamilton. Dayton has already the Dayton, Xenia and Belpre road, which will supply that portion of the State with the products of the iron and coal mines of southern Ohio. A glance at the map will show that Hamilton is the point to which the Marietta or Hillsborough road can be most advantageously extended. From the point where these roads touch the Little Miami river it is only eighteen miles to Hamilton. By either of these roads, the iron and coal of southern Ohio would be brought to Hamilton and carried from this point over the Junction Railroad for the supply of a large portion of Indiana.

The whole of Indiana south of the central railroad, and north of a line extending west from Hamilton, would find the Junction road the most direct route to Philadelphia, Baltimore and Washington; and this rich and populous region will unquestionably be supplied with iron and coal by this road.

3. By the construction of sixteen miles of road from College Corner, over a very favorable route to Richmond, or to the terminus of the Richmond and Miami Railroad at the State line, a connection would be made with the railroads from the West, North and North-West, which center at Richmond. The construction of this short and cheap connecting line, which passes through a very rich and highly cultivated region, would at once secure to the Junction Railroad a large portion of the business of Four Mile Valley, and make it the shortest and best practicable route from Richmond, New Castle, Anderson, Logansport and Chicago to Cincinnati. The Stockholders of the Junction road are deeply interested in this connecting branch of their road and will, without doubt, take measures to build it as soon as their main line is completed.

4. It has been proposed to build a road, 12 miles in length, from Connersville to Cambridge City, running up the valley of White-Water. This would connect the Junction road with the Central Indiana road at Cambridge, and with other roads that may terminate at that point. This branch would pass through a rich and beautiful valley of level land and can be built for comparatively a small sum, and if constructed, will be a valuable acquisition to the Junction road.

5. At Rushville, the Junction Railroad will be connected with the Rushville and Shelbyville Railroad, which has been for some years in successful operation. When this road is relaid with a T rail, it will give the people of Johnson, Shelby and Rush counties the choice of routes for the transportation of their produce and merchandise over the Junction road to Cincinnati.

6. At Morristown, the Junction road crosses the Shelbyville and Knightstown Railroad. This road will furnish a considerable amount of business to the Junction road, The President and other officers of that road have manifested a desire to make such arrangements for the connection of these roads at Morristown as will be mutually advantageous, and no doubt a connection will be made, which will promote the interest of both companies.

7. The Junction Railroad will connect at Indianapolis with the most important roads of Indiana.

The depot grounds, which have been purchased at Indianapolis, are located in a central part of the city, extending more than seven hundred and twenty feet front on the north side of Louisiana street, on the third square south of the State House, north-west of the Union Depot and directly north of the Terre Haute depot. This location secures easy connections with all the roads running into the Union Depot, and especially with the Lafayette, Central Indiana and Illinois, and Terre Haute roads.

Indianapolis has already become a great connecting point for Western railroads. It occupies a central position between the Ohio river and Lake Erie on the east and north-east, and the Mississippi on the west; and between the Ohio on the south and lake Michigan, and Wisconsin on the north, and must become the largest inland city of the West, not posessing the advantages of navigation.

Cincinnati is connected with an extensive system of railroads both north and south of the Ohio river; and with the advantages of this artery of commerce it will maintain its supremacy as the great manufacturing and commercial city of the West.

The tide and travel of commerce between St. Louis and the Upper Mississippi and Cincinnati which will flow through Indianapolis can scarcely be estimated. The Junction Railroad will obtain a large portion of this constantly increasing business.

PROGRESS OF THE WORK.

The first division, from Hamilton to College Corner, was awarded to Wm. Higdon on the 2d of August last. The work was not commenced until September. Since that time it has been vigorously prosecuted. The foundations of the piers and abutments for the bridge over the Miami at Hamilton were excavated, and the timber and masonry put down during the period of extreme low water, and the masonry has been raised as high as it is safe to remain during the winter. The whole amount of work done on this division, is more than thirty thousand dollars. A large force is still at work on this part of the road.

The second division, from Connersville to the State line, was put under contract in January last. Nearly three fourths of the work on this part of the road has been done, amounting to one hundred and ninety-five thousand dollars. The contractors will, early next season, complete the remaining portions of this division.

The work on the third division, which extends from Connersville to Rushville, has been commenced and will be prosecuted vigorously during the winter, by Messrs. Bates and Neil. The amount of work done on this division, is only about ten thousand dollars.

The clearing and grading of the fourth division, extending from Rushville to Indianapolis, has been commenced by Messrs. Craycraft, Williams and Ryan, at several points, and an efficient force is collecting along the line. The whole of this division, with the exception of two or three sections, is light work. Grubbing and grading to the amount of five thousand dollars have been done on this part of the road.

The whole amount of the work performed, is TWO HUNDRED AND FORTY THOUSAND DOLLARS. The estimates have been regularly paid to the contractors, and a considerable sum advanced to them on account of the January estimates. The divisions from Hamilton to Connersville, will be completed in less than one year. And if the Stockholders meet the instalments required, with promptitude, and iron can be obtained upon reasonable terms, the whole road can be finished to Indianapolis in 1854. Every means consistent with prudent economy, will be used to push forward the work to completion.

JOHN WOODS, President.

HAMILTON, Dec. 17th, 1853.

FT. WAYNE & SOUTHERN RAILROAD.—We understand that at a called Session of the Board of Directors of this road held at Muncie, on the 13th inst., they adopted a gauge of six feet for their road, and resolved to prosecute the enterprise with all possible vigor. The gauge was to conform to the Ohio and Mississippi road, which it crosses at or near Vernon, and with which, both East and West, it expects to form materially beneficial connections. The usual gauge in this State is only 4 feet 8½ inches.—*Rushvilie Jacksonian.*

Communications.

For the Railroad Record.

PLAN OF THE GREAT CONTINENTAL RAILROAD.

The construction of a grand line of connection by iron rails between the Atlantic and Pacific oceans, is now the all absorbing question in the Union. The necessity of such a road has become apparent—it will be constructed—but how soon, who can say?

Numerous plans have been devised, by as many persons, for *constructing* the road; all as a matter of course, confident that it *will be built*, sooner or later—the route being an after consideration. We gave one of these plans in a recent issue, and here give another, *by one who has made the subject a study*, wherein the *modus operandi* is fully given. In another article, which we shall give next week, will be devised the *means* by which the gigantic undertaking can be completed. We give them as they are sent to us: as follows:

Driving wheel six feet, gauge twelve feet, three rails, center rail elevated to fit a groove wheel of eight inches depth, with one inch more play than is allowed on both axles; and car sixteen feet wide, fitted up with every convenience for eating and sleeping, for the purpose of traveling night and day, without intermission, except to replenish water and fuel. Double engines, or one engine of sufficient capacity to drive fifty cars of the above dimensions heavily freighted, at the rate of an hundred miles per hour. A road of the above named proportions would justly entitle it to the appellation it has assumed.

COST OF CONSTRUCTION.

800 miles at $25,000 per mile,	$20,000,000
700 miles at $50,000 per mile.	35,000.000
500 miles at $90,000 per mile,	45,000,000
Total 2000 miles,	$100,000,000
EQUIPMENT.	
Engines, cars, and depots,	$50,000,000
Time of construction and equipment, 5 years—Interest on one hundred and fifty millions of dollars at six per cent,	$45,000,000
Incidental expenditures,	5,000,000
Total,	$200,000,000

Admit the above estimates to be correct; the time to have expired; the road to have been superbly built and outfitted with adequate engines, cars, and depots; with the termini resting on the great center, and the terminus resting on the great ocean, I ask, *is it not worth the money?* look over the great road, across the continent, and behold its western border richly inlaid with gold and precious stones! look out upon the great ocean, behold it covered with American sail, the star spangled banner waving in graceful folds and peaceful triumph o'er its unrufled bosom; enter the portals of its commerce, and you behold in Australia, the East Indies, China, Japan, and Southern Asia, the collected treasures of the world—the Occident imperceptibly and beautifully blended with the Orient—the products of the central continent conveyed to the shores of paganism, exchanged; *our ships* returning richly laden with the treasures and luxuries of the East. The theater of trade is transferred from the Black, Baltic, and Mediterranean seas to the Pacific ocean, where *must* eventuate the *fusion* and equalization of *races.*

As our ships near the western coast of our continent, propelled by an invisible but all powerful agent, they are hailed with acclamations of joy by millions of freeman, whose only motto is PROGRESS. Their cargoes are transferred from the ship to the car, whose engine, latent with power and instinct with motion, snuffs the air, eager for the chase. *Twenty-four hours* now bring the teas, spices, silks and gems of China and India to the Mississippi, where they are distributed broad-cast over the mighty center. Can any one estimate these results? Can they be so reduced as to come within the comprehension of the human mind? let no one despair, for mightier results than these are in reserve for this people. *Mind! that mighty motive power of matter, reigns supreme o'er the material universe, reducing and directing natural law, giving cause to effect, and design to cause.*

From its position, this great valley appears peculiarly adapted to the centralization of power, being in the center of the continent, and walled in on the east, south, and west by high ranges of mountains, and on the north by almost perpetual snows. *Its* geographical center is where the Smoky hill and Republican forks unite and form the Kansas river, from which point appear to radiate the elements of empire. The valley embraces an area of about one and a half million square miles, penetrated in every direction by the noblest rivers in the world; containing in its bosom bituminous coal, iron, lime, lead, silver, and copper in abundance; and a soil favored by a salubrious climate, every acre of which may be made to produce 200 bushels of corn, or 100 bushels of wheat, or 2 tons of hemp. This will give in the aggregate 192,000,000,000 bushels of corn, or 96,000,000,000 bushels of wheat, or 1,920,000,000 tons of hemp, worth not less than *one hundred thousand million of dollars!* these stupendous results are within the range of realization, added to which are vegetables, fruits, ores, horses, mules, cattle, sheep, swine—all of which are sources of profit and revenue, showing conclusively, the *basis* of internal wealth, power, and grandeur.

Your obedient servant.

GEO. B. SIMPSON.

Independence, Mo. Dec. 15th, 1853.

ERIE RAILROAD.

STATISTICS FROM THE RECENT REPORT.

The cost of the Erie Road and equipments at the close of the fiscal year, was $31,222,834. The length 495 miles, including Newburg Branch, of original track. The whole line of track, double and single, with turnouts, equal to 715 miles. The sum of construction for the last year, is $4,651,101. With this, 65 miles new track were built, and 86¾ miles in all brought into use, and such progress made on other sections of the second track as will bring into use, for the Spring season, a total of second track equal to half the whole length of the road from New York to Dunkirk.—The Company own 150 locomotives, of which 132 are in effective use; and 60 new locomotives rae contracted for, and will be delivered during the present year.

The general balance account of the Company September 30, 1853, was:

LIABILITIES.

Capital stock issued		10,000,000
Funded debt	20,173,868	
Floating "	2,685,026	22,858,895
Transportation,		366,390
Interst due March 1, 1854, on mortgage bonds, 1883.		446
Total		33,225,843

REPRESENTED BY

Construction		31,222,634
Cash on hand	428,484	
Materials	795,462	
Real Estate	12,850	1,236,795
Stock of State Line Co.	314,360	
Bonds of Blossburg Co.	9,000	323,300
Advanced Union R. Co.	143,427	
" owners lake stm'rs.	157,714	
" " " prop's.	61,463	359,605
Unadjusted accounts		83,306
Total		33,225,843

To pay the floating debt, and on further construction and equipment, the Company had on hand $830,000 of Bonds sold but not delivered or paid for, and $3,000,000 same class of Bonds, 1883. 7 per cent. not yet negotiated.

The earnings for the years ending September 30, 1852 and 1853, have been as follows:

For the year ending Oct. 1, 1852	3,318,725 79
" " " " 1253	4,321,240 12
Increase	1,002,514 33

The increase averaged 30.35 per cent.—The increase of capital cost for construction, 17.50 per cent., much of the new work not being brought into use during the year, and only available for the trade of new year:

The average cost of operating the road for the year was 52.40 per cent. on the gross earnings, divided thus:

	Per cent.
In October, November and December, 1852	51.50
January February and March, 1853	67.20
April May and June	58.70
July, August and September	5.40
Average for the year	52.40

For the current fiscal year, we understand the estimate of the report to be *at least* $5,500,000 gross earnings.

EVANSVILLE AND INDIANAPOLIS STRAIGHT LINE DOAD.

It will be gratifying to the friends of the Evansville, Indianapolis and Cleveland Straight Line R. R. to learn from the card of Mr. SMITH, the Spresident, that the prospects for the construction of the Road are so fair. The card, among other things, states:

"At no former period has our position been so strong, or our prospects so fair. The character of our Road stands high at home and abroad as an important link in the great chain of railway from Lake Erie to Paducah, Memphis, and New Orleans, connecting the North with the South through Central Indiana.—Our subscriptions are already more than enough to prepare the Road for the iron from Evansville to Indianapolis, one hundred and fifty miles. Our books are still open, and we are gaining strength daily. The line has been located down the Valley of White River on the east side, connecting six county seats with the Capital. The cost of the valuation will be much less than was anticipated. The grading and bridging of the first section from Evansville to Washington, fifty miles, will be let to contractors in a few weeks. The Company offer 7 per cent cupon bonds at their office for sale at New York prices, less commissions. The course of the Company is onward, and with the proper aid to which the enterprise is entitled cannot fail of success."—*Ind. State Journal.*

RAILROAD CONNECTION OF NEW ORLEANS AND NASHVILLE.—We learned from the annual report of the New Orleans, Jackson and Great Northern Railroad Company, that the entire line of road from New Orleans to Nashville, a distance of 540 miles, has been carfully surveyed, and a location made of 409 miles between New Orleans and Chickasaw, on the Tennessee river, intersecting the Memphis and Charleston road, in Bear Creek Valley, 400 miles from New Orleans; 256½ miles have been placed under contract, viz: 87½ miles from New Orleans to the State line, 95⅜ miles from the State line to Jackson, 23½ miles from Jackson to Canton, and sixty miles from Aberdeen, south. The estimate of the Chief Engineer exhibits $1,027,090 as the sum necessary to complete the road from the city to the State line, and to meet this expenditure, the means and resources of the company available within the period when needed, are deemed sufficient. The resources of the company, over and above the cost of the road to the State line, amounting to about two millions of dollars, will be applicable to the grading and construction of the road from thence to the Tennessee river.

A meeting of the Board of Directors of the Pensacola and Georgia Railroad Company was held in Tallahasse, Florida, on the 30th ult., for the purpose of completing the organization of the Company by the election of a President and Secretary. Gen. William Bailey, of Jefferson county, was chosen President, and Col. B. F. Whitner, Corresposding Secretary.

REMARKABLE CASE OF SUPPOSED PETRIFACTION.

There arrived, within a few days, at the Depot of the Baltimore and Ohio Railroad, in this city, an oblong box represented to contain a corpse, and it struck us as somewhat singular, it weighed five hundred and fifty pounds, according to the freight charges upon it. Curious to know something more about this mysterious box than the external marks indicated, we instituted some inquiries, and derived the following information, which as we got it from pretty good authority, we are inclined to consider correct until we shall receive a better explanation.

The wife of a gentleman living in Nelson county, in this State, died some four years ago, and was interred in the usual manner.—Being a native of Woodford county, Kentucky, she had requested, before her death, to be buried beside her kindred and in the home of her childhood. From accident or delay, her request was not complied with until quite recently her relations caused her remains to be disinterred, when they were found to be of the extraordinary weight mentioned above —*over five hundred pounds!* At the time of her death her weight was about 110 pounds. Only the foot of the coffin, which was still in a good state of preservation, was broken open, when her feet were found to be in a perfect state of petrifaction, the stone partaking of the character of the hardest limestone formations in the locality of the grave. The inference is that the whole body is thus completely petrified.

The gentleman in charge of the remains is having them conveyed to Woodford county, Ky., according to the request of the deceased.

We omit the names of the deceased and her relations as immaterial to a matter which appears, as near as we can judge, to be correctly stated as above. Human petrifactions are rare, among the multifarious wonders of nature, but as they *have* been found, as the records of science attest, we have no reason to reject this instance as one among the rarest results of a peculiar combination of the physical elements.—*Wheeling Intelligencer.*

PITTSBURGH AND ERIE RAILROAD.—We learn from the New Castle *Journal*, that a meeting of the Pittsburgh and Erie Railroad Company was held in that place on the 5th and 6th ult., for the purpose of electing a Board of Directors for the ensuing year, and transacting other business. The following persons were elected Directors: J. B. Curtis, F. B. Hubbard, Geo. Boyce, E. Sankey, John A. Waugh, Wm. Gibson, Samuel Goodwin, Gaylord Church, David Boies, Thos. J. Power. The new Board organized by electing Thos. Power, *President*; B. F. Baskin, *Treasurer*, and John M'Elevy, *Secretary.*

Gen. Robinson, President of the Pennsylvania and Ohio Railroad Company, attended the meeting, and made a proposition on the part of his Company to construct that part of the Road lying South of New Castle, upon certain terms and conditions, which were accepted by the Board. This insures a Railroad as far north as New Castle, probably within the coming year, and must have a happy effect upon the prospects of the entire work.

The Directors also fixed upon the Lackawannock route for the road north of New Castle through Mercer county. This cuts off Mercer. The *Journal* says it is evidently the natural and most direct route for the Road, and can be constructed for much less money than any other.—*Pittsburgh Gazette.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne			....		
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning			....		
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati			....		
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago			....		
Columbus and Lake Erie			....		
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre			....		
Detroit and Pontiac			....		
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua			....		
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6	....		
Franklin and Warren			....		
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami			....		
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10	....		
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7	....	104	106
La Crosse and Milwaukie			....		
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy			....		
Lexington and Danville			....		
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville			....		
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy			....		
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston			....		
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	96	98
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio			....		
Do do Paducah Branch			....		
Nashville and Chattanooga			....		
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	109	110
Do do	2d " convertible	7	1859	102	103
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "		....	93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash			....	95	98
Pacific, Mo			....		
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7	....	100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7	....	78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley			....		
Southwestern, Tennessee			....		
Sangamon and Morgan, or Great Western			....		
Springfield and Columbus			....		
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "		....	90	95
Vicksburg, Brandon and Jackson			..		

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	90	95
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	105	107
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		09
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	86	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	60	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		100
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami		70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	60
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	105	107
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	66	68
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	80	80
Madison and Indianapolis		67	70
Marietta and Cincinnati	50	60	70
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	77½	78
Northern Indiana		123	125
Ohio Central	50	80	90
Ohio and Indiana		95	75
Ohio and Mississippi	50	87½	90
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	108
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50		

As we are desirous of making these tables as perfec and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	122¾
Do (int. ceases July 1).	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	114	116
Do	6	1860	108	110
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	91	92
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104¼
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

MISSOURI.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97⅛	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	par	⅛prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	par	⅛prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	par	⅛prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	par	⅛prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ℘ ct.	discount.
Do	90 days	int. & 1½	off ——
Do	60 days	int. & 1	off ——
Do	30 days	1 pr. ct.	off ....
England		110½	112½

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$185
80 acre warrants	90	92
40 acre warrants	45	47

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, January 4, 1854.

Our transactions have been limited the last week, owing to the unparalleled scarcity of money, which has caused a great depression in Railway Securities, Money having commanded for the last 20 days on loans for hypothecation 2½ to 3@3½ per cent per month. We have, however, no doubt that Stock will be more buoyant the coming week, and that the crisis in this vicinity has passed.

THE SALES WERE AS FOLLOWS:

25	Shares Peru and Indianapolis Railroad	66,75
20	" do do do do	66,25
17	" Eaton and Hamilton Railroad	57,00
30	" Covington and Lexington Railroad	65,00
85	" Mad River and Lake Erie Railroad	80,00
65	" Mad River and Lake Erie Railroad	79,00
25	" Cincinnati, Hamilton and Dayton Railroad (forced sale of hypothecated stock)	103,75
50	" Cincinnati, Hamiltou and Dayton Railroad	108,00
15	" Little Miami Railroad	110,50
85	" " " (forced sale hypothecated stock,)	110,00
81	" do do	110,00
39	" Indianapolis and Bellfontaine Railroad	86,00
26	" Central Indiana 10 per cent Railroad	78,25
15	" Columbus and Xenia Railroad	108,00
45	" Cincinnati Western Railroad	40,00
36	" Covington and Lexington	64,75
100	" Cincinnati, Hamilton and Dayton	105,00
18	" New Albany & Salem Railroad hypothecated	55,00
30	" Lawrenceburgh & Upper Mississippi Railroad, hopothecated	65,50

THE OFFERS WERE:

Dayton and Michigan	45 to 47,25
New Albany and Salem R.R.	50 to 52,50
Columbus, Piqua and Indiana Railroad	68,00
White Water Canal Bond for $1000.	
18 shares Kentucky Trust Company Bank stock	99,00
Covington and Lexington	66,00
Mad River & Lake Erie	80,00
Peru & Indianapolis	65,50

MONETARY.

Our last advices from the East indicate an active demand for money, caused by the annual settlements of accounts taking place on the first inst. The supply of money was ample, though the active demand, together with the curtailment of Bank facilities, caused a slight stringency toward the close of the week. The ruling rates are 9@12 per cent for best paper.

Foreign Exchange rules at rather less than our last quotations; say 109@109¾.

The stringency in money matters has lowered the price of Railroad and other Stocks. The dividends to be paid off during the present week will be very large; and will tend to relieve the Money Market very much.

The amount of Government Securities redeemed up to the close of last week has been upwards of $2,250,000. The Certificates of Debt of the Erie Railroad Company to the amount of $500,000, will be canceled this month; the Company, we learn, having made arrangements to meet them.

The Secretary of the Treasury gives official notice, that he will redeem, up to the first of June next, seven millions United States stocks, on the following terms:

First, The par value, or the amount specified in each certificate, under premium, of the stocks of the loan authorized by the act of July 1846, and redeemable Nov. 15th, 1856—six per cent of the stocks of the loan authorized by the act of 1842; fifteen and a half per cent of the stocks of the loans of 1847, and 1848, and twenty-one per cent of the stocks issued under the act of 1850, commonly called the Texas indemnity ten per cent with interest on the par value of each certificate, from the first of January, 1854, to the date of settlement, and one day's interest in addition.

We learn, that N. L. Wilson, Esq., the able negotiator of the CINCINNATI, and MARIETTA R. ROAD Company, has succeeded in making Loans within a few days past to the extent of $400,000, on the securities of the Company, and on most favorable terms. The Company has now ample funds, and is proceeding rapidly with its works. The delay in reaching Blanchester, and thus forming a connection with Cincinnati, has been caused chiefly, by the delay in receiving iron from England.—The rails are laid, we believe, from Chillicothe to Greenfield, 20 miles; and early in the Spring the connection will be made with Cincinnati.

At the West, there is no material change in money matters. The call for money for January settlements has created a stringency almost unequalled in this city. Our Banks are doing nothing; and but little can be had in the streets at exorbitant rates of interest.

Exchange was firm at par to ½ per cent premium.

For particulars of the Stock Market, we refer to Messrs. Hewson & Holmes' Stock Sales. But few transactions have taken place since our last reports.

OHIO AND INDIANA RAILROAD.—From the Sandusky *Register* we learn that tbe Ohio and Indiana Road is completed from Bucyrus to the crossing of the Mad River and Lake Erie Road at Patterson. From Patterson to the Indiana line the work is progressing very rapidly, and is expected to be completed in the course of the coming season. The iron is now ready at Sandusky and Toledo.

HANDSOME GIFTS.—In January last, the Little Miami and Columbus and Xenia Railroad Company offered a series of prizes for competition among engineers on that road. On Saturday, December 31st, the prizes were awarded, and the following is the list of successful competitors, together with the objects of the Company's prizes:

1. To Mr. Albert Watts, for having run the greatest number of miles without accident, a silver pitcher.
2. To Jeremiah Calnan, the prize for same, a silver goblet.
3. To Reuben Watts, for having run his engine at the least cost of repairs, a silver pitcher.
4. To Charles Bronnell, the second prize for same, a silver goblet.
5. To Richard Bromley, for care, skill and good conduct, a silver pitcher.
6. To Charles C. Bemy, the second prize for same a silver goblet.
7. To Edwin Thurston, the third prize for same a silver goblet.

Miscellaneous.

NEW APPLICATION OF PHOTOGRAPHY---DAGUERREOTYPES ON WOOD.

The new art of sun-painting seems to be yet, in its infancy; and is likely to become hereafter quite as *useful*, as it is beautiful.—Below, we copy from the *Annals of Science*, an account of a most decided improvement in this art.

Mr. R. Langton, wood engraver and draughtsman, of Manchester, has produced some very successful and beautiful specimens of photography, taken by himself, on blocks of box wood. This photography, so taken is quite ready for the application of the wood engraver's burin. It is impossible to say how greatly this will advance the process of wood engraving, especially by saving all the preliminary labor of the draughtsman; which, in many cases constitutes the chief element in both the time and the cost attendant on the production of wood engravings of a high class. Even in many of the lower branches of the art, the new application of sun-drawing will be an invaluable auxiliary. For instance, it is an exceedingly difficult matter to get accurate drawings of machinery in perspective; mechanical draughtsmen only represent it in plane; and artists are generally found extremely reluctant to employ a large amount of time so unprofitably as the drawing of a complicated machine in perspective, demands. These photographs can now, in a few seconds, accomplish what it would require hours for the artist to effect; and in point of accuracy the instrument must ever have the preference. But great as will eventually be the boon which this new application of photography will confer on the practical art of wood engraving, it may be made more extensively valuable as a cheap form of producing pictorial objects. By Mr. Langton's process, portraits, landscapes, &c., could be produced on any smooth piece of wood, duly prepared; and thus even wooden snuff-boxes, hand screens, &c., may be decorated with portraits, or scenes from nature, or copies of works of art, at a cost much less than daguerreotypes on metal plates. Indeed, it is difficult to say where the application and uses of this new process may extend. The inventor does not limit his invention to its use in wood engraving, but claims for it an equally valuable application in other directions, in connection with practical art.—*Civil Engineer and Architect's Journal.*

GALLIPOLIS RAILROAD.—The survey of this route is going on, under charge of Messrs. Graves and Mansfield. We understand a very direct line will be obtained from Gallipolis to Hamden, the point of junction with the Cincinnati and Marietta Railroad Company.

LEXINGTON AND DANVILLE RAILROAD.

We have not made any notice of this project for some time, as we have had no reliable information to give. It is an important link in the great southern connection between Cincinnati and the Gulf of Mexico, and as such, we feel an especial interest in its progress.

The Danville *Tribune* gives the following relative to this Road :

"We learn that the contractors of this work are pushing along. Quite a large force is at work between the river and Lexington, and a considerable number of men are engaged grading the road bed this side the river.—The bridge, which, when completed, will be the longest and highest Railroad Wire Suspension Bridge in the world, is progressing finely. The approaches to the bridge on either side have been cut out, and the piers are now being built. The foundations of the piers are laid about 300 feet above the bed of the river, and are to be built about 83 feet high. The length of the bridge, from center to center of piers is to be 1200 feet. A large quantity of wire and other material to be used in the superstructure, are on the ground.—As it is desirable that the bridge should be finished before the road-bed on this side of the river is prepared for the rails, the company are pushing this part of the work ahead as rapidly as possible. The company have purchased a portion of the iron to be used on the road, and have bought all the cross-ties, sub-sills, chairs, &c., that will be needed.—They have also, we believe, gotten relinquishments of the right of way along the whole line, and we are surprised to learn that this has cost a large sum of money. It is gratifying to know that notwithstanding the Maysville and Lexington and Covington and Lexington companies have had to stop at least a part of the work on their roads, on account of the pressure in money matters, ours is still progressing slowly though safely and surely.

PANAMA RAILROAD.—The New York *Evening Post* says:—The Panama Railroad Company have published a report of the state of their road, from which it appears that the road will be opened to Gorgona on or about the 1st of December, and to the river Obispo on or about the 1st of January, making thirty-one miles in all from Aspinwall, the Atlantic terminus and leaving eighteen miles to construct in order to reach the Pacific, which will be done by the 1st of August next.

A branch road is also under construction from the main line at the Obispo to the Cruces Road.

The total expenditure required to finish the road is stated at $1,246,800.

The iron for the whole road is on the ground

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—The election for Directors of this Company for the year 1854, resulted as follows:

J. T. Elliot and Miles Murphey of Newcastle ; Williamson Wright of Logansport ; John A. Hutton of Richmond; James Pullan and J. A. James of Cincinnati; Charles K. Hamilton, Lemuel Stanwood, Geo. W. Riggs, L. Holbrook and Charles J. Stedman of New York City

The officers have not yet been elected

☞The following bill is before the Alabama State Legislature, granting aid to railroads:

A bill extending aid to the following Railroad Companies : Memphis and Charleston road ; the Girard road ; the Selma and Tennessee River road ; the Mobile and Ohio road; and the North-east and South-west road—on the following conditions : Whenever the said companies shall have graded and prepared for the iron, thirty miles of the said roads, then the State shall issue its bonds for the purchase of the iron, the said State to have a lien on the road and all the property of said company or companies.

NEW BRICK MACHINE.

Now in Successful Operation in Baltimore.

IT is so simple that any common mind can learn to manage it in two or three days. You have merely to shovel clay into a box, and attach a horse to the sweep. The machine tempers the clay and molds the bricks in the most perfect manner, such as the most experienced hand can scarcely equal. When burned they are found to be stronger and more solid than those made in the usual way because the clay is worked stiffer under the pressure of the screw, than it is possible to mold by hand. For a machine driven by steam, the clay is taken direct from the bank and passed through a pulverizer, which removes the stone and prepares it for the soak pit. Supposing the clay at hand, nine men and three boys will mold 15000 bricks per hour. Price $500. A five mold machine worked by a horse, with four men and four boys, will mold 1000 bricks per hour. Price $300. A four mold with the same force, will mold 800 bricks per hour. Price $250. Obtained gold medals from the Maryland Institute, 1853; premium from the Maryland Agricultural Society 1853. For further particulars in a pamplet containing full instructions on Brick burning address.

FRANCIS H. SMITH.
dec-291* Baltimore.

HARDWARE!
MEAD, SELDEN & CO.,
No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows:

Anvils,	Shovels,	Seives,
Vices,	Spike Mails,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

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Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
dec22†

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12 50, and 8 05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Subina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

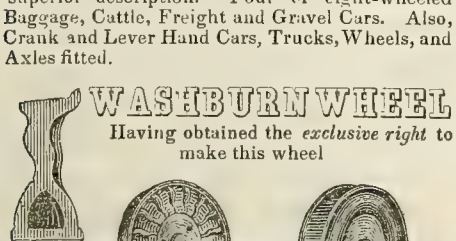
☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

LIGHTNER'S PATENT AXLE BOXES FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfnlly called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil ar perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted:—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,
W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

MR. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them. than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,
IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

MR. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,
THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

IMPORTANT TO RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus

CARDS.

ALBERT M. LEA,
CIVIL ENGINEER,
KNOXVILLE, TENN,
†oc27

OFFICE OF THE
Cincinnati and Portsmouth R. R. Co.,
Felicity, Clermont County.

☞ Communications addressed to T H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF
Marietta and Cincinnati R. R. Co.,
No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF
DRAWING INSTRUMENTS
JUST RECEIVED, OF THE VERY BEST
SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do, Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.
BANKERS, EXCHANGE AND BILL BROKERS,
No. 19 West Third Street,
CINCINNATI, O.

ELLIS & STURGES,
BANKERS & EXCHANGE BROKERS,
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,
CINCINNATI, O.
Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks
Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,
No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

P. OUTCALT & CO.,
No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, E[illegible] cha ge, &c. &c.



HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,

sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

OFFICE DAYTON & CINCINNATI R. R. CO.
CINCINNATI, Dec. 9, 1853.

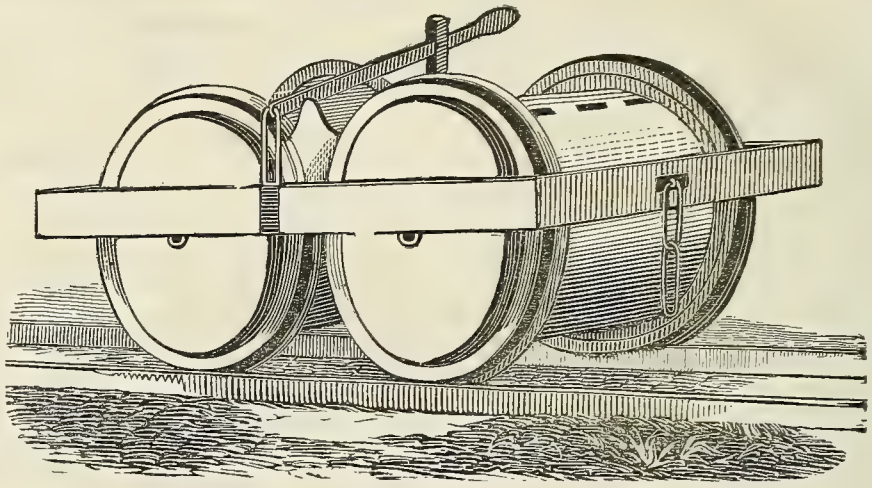
THE Stockholders of this Company are hereby notified that the Sixth instalment of 10 per cent. on the Capital Stock, is required to be paid on the 10th of January next.

By order of the Board.

dec.22 JOHN C. THORP, Sec'y

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



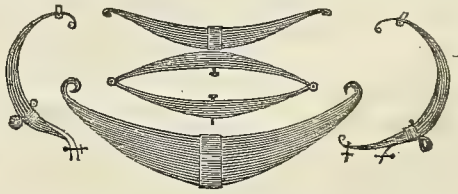
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15–3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
†May 19.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

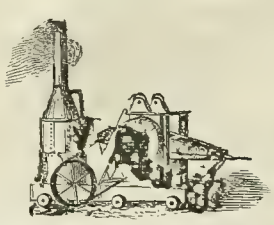
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Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



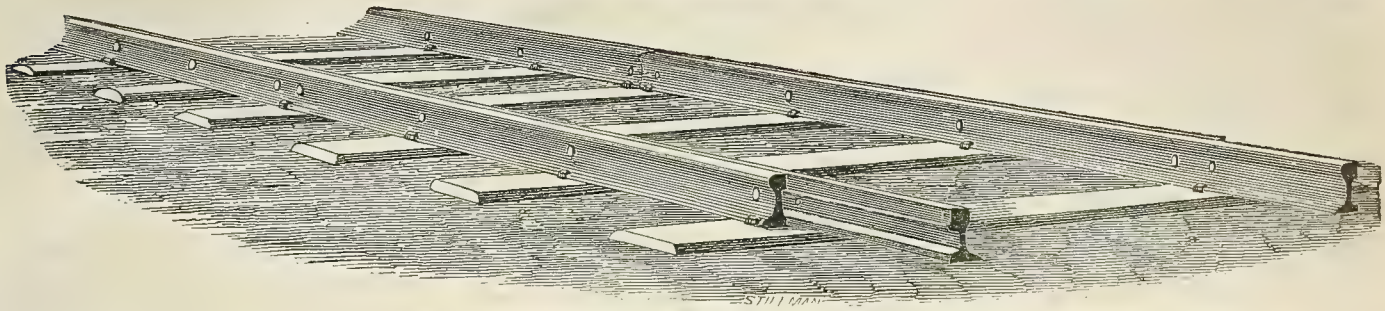
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

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WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track — it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

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Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of GEORGE T. JONES,
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Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

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Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.
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HEWSON & HOLMES,
Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
May 5-tf 64 Broadway, N. Y.

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

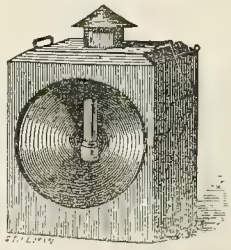
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Office of the *Cincinnati, Harrison and Indianapolis Straight Line, and Cincinnati, Indianapolis and Chicago Railroad Companies*, in Cincinnati, until the 23d day of January next, for the Grading, Masonry, Bridging, and the entire construction of the road from the City of Cincinnati to the City of Indianapolis, via, the Whitewater Valley.

Plans and Specifications will be ready for inspection at the Office of the Egineer, (West Third st. Cincinnati, on and after the second day of January next.

Any further information can be obtained by applying to E. M. Gregory, Cincinnati, John Wayne, Brookville Ia., or J. W. Taber, Miamitown O.

E. M. GREGORY, President.
PHINEHAS POMERY, Chief Engineer.
J. W. TABER, } Secretaries.
JOHN WAYNE, }
dec8-tt

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

OFFICE OF THE OHIO AND MISSISSIPPI R.R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an instalment of five dollars per share has been called for due and payable at the office of the Company. No. 95 Fourth-street, on the fifteenth day of February, 1854, being the ninth instalment.

By order of the Board
dec22-tf H.H GOODMAN, Secretary.

NORRELL, SHOEMAKER & Co.

Manufacturers of

Sheet, Boiler, and Bar Iron,

RAILROAD IRON AND CHAIRS.

No 64 Second St., one door west of Broad
†mr19

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,
THE COMPOSITES,
THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil.....	58 "
Long Primer.....	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond.....	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

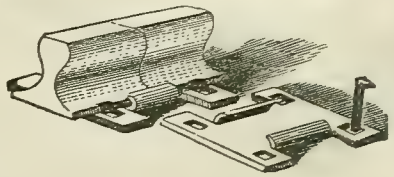
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount
†mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention,

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish. Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

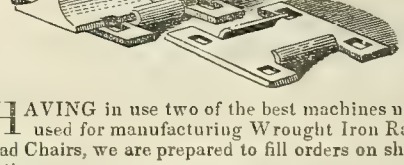
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing., American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do.	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co 's C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—1000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

mr3 140 and 142 Main street

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St, Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.

AMBROSE W. THOMPSON, Vice Pres't.

CHARLES G. IMLAY, Sec'y and Treas'r.

PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.

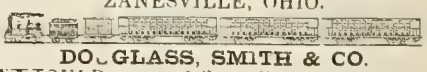
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

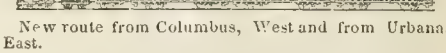
BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,

au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,

tmr24 9 and 11 West Second St., Cincinn

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk,A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

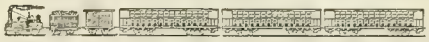
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route	$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad	19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads	18 00
An additional charge of 50c. via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake steamers	17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg	17 00
From Cincinnati to New York via Lake steamers and Ogdensburg	15 75
From Cincinnati to Buffalo via Lake steamers	8 00
Do do Detroit	6 75
Do do Chicago via Detroit	11 50
Do do Toledo	5 75
Do do Chicago via Toledo	11 50
Do do Chicago via Indianapolis	9 00
Do do Sandusky	5 00
Do do Clyde	——
Do do Terre Haute	5 50
Do do Lafayette	5 50
Do do Indianapolis	3 00
Do do Greenville	2 50
Do do Troy	2 50
Do do Dayton	1 50
Do do Richmond	1 60
Do do Eaton	1 25
Do do Hamilton	60
Do do Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex...7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING.

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

ADVERTISEMENTS inserted at the following rates :—

One square, single insertion	$1 00
" " per month	3 00
" " six months	12 00
" " per annum	20 00
One column, single insertion	4 00
" " per month	10 00
" " six months	40 00
" " per annum	75 00
One page, single insertion	10 00
" " per month	25 00
" " six months	110 00
" " per annum	200 00

Cards not exceeding 4 lines, $5 per annum.

Subscriptions and business communications should be addressed to

J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati

AGENTS.

Subscriptions for the RECORD can be made with any of the following:

CLEVELAND, O .....C. H. Parsons.
COLUMBUS, O .....J. H. Riley & Co.
MANSFIELD, O.....B. C. Ticknor & Co.
DAYTON, O.....Thos. T. Moore.
NEWARK, O .....E. Sanford.
ZANESVILLE, O .....D. S. Fracker.
LOUISVILLE, Ky .....C. Hagan & Co.
LEXINGTON, Ky .....D. S. Goodloe & Co.
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TERRE HAUTE, Ia.....W. H. Buckingham.
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RICHMOND, Ia.....William Bell.
FORT WAYNE, Ia .....D. W. Burroughs.
CHICAGO, Ill.....D. B. Cooke & Co.
ST. LOUIS, Mo .....E. K. Woodward.
MEMPHIS, Tenn.....J. M. Shaw, Sec'y of Merch. Ex.
NASHVILLE, Tenn.....F. Hagan.
NEW YORK CITY.....J. S. Redfield.
WHEELING, Va .....J. H. McMechen.
WASHINGTON, D. C .....Taylor & Maury.
NEW ORLEANS, La.....B. M. Norman

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 46. CINCINNATI, THURSDAY, JANUARY 12, 1854. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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☞ For Railroad Advertisements see last two pages.

☞ We would call attention to certain "*small inclosures*" made to some of our patrons, with the present number. *Verbum sat.*, &c.

RAILROAD MAP.

WE have now ready A Railroad Map of the West, containing all the railroads constructing completed or proposed in the States of Ohio, Indiana, Illinois, and Kentucky, and portions of Wisconsin, Michigan, Pennsylvania, Virginia, Tennessee and Canada, showing the termini, points upon the lines, connections &c. of each line, all laid down accurately, by a competent hand.

The size of the sheet is 24 × 38 inches, and can be sent by mail.

Price—plain..... 40 cents.
Colored in outlines ..... 50 cents.
Full colored ..... 75 cents.

Liberal discounts will be paid to those wishing them in quantities.

Railroad companies desiring a map to illustrate their road cannot find one offering greater inducements as to correctness &c. or on better terms; as any line can be made prominent, with its connections &c.

Orders addressed to the Railrod Record Office will secure prompt attention.

REPORT UPON THE NEW YORK AND ERIE RAILROAD: ITS RESULTS AND TEACHINGS.

The public, and especially all interested in railways, are deeply indebted to Mr. W. J. McAlpine, (the author, we suppose,) for his lucid, and elaborate Report on the New York and Erie Railroad. It is a most instructive document—clear in its statements, and satisfactory in its results. In many respects, the Erie Railroad has been an *experimental* line—looked to, by the whole country for practical teaching, on some points of great importance. It is the longest single line in the country, and encounters some of the greatest difficulties. It has solved some problems, which have been the subject of doubt, and controversy. The problems which are of special interest in the route, are :

1st, The *capacity* of a railroad to convey heavy freight ; 2d, The *cost* of transportation; 3d, The *ratio* between *way, and through* passengers on a long line ; 4th, The *increase* of receipts, created by the road itself.

The Erie Railroad has solved all these problems, not indeed, as fully, as it will do hereafter ; but sufficiently for us to deduce general principles.

1. Of the *capacity* of a railroad for freights. The early theorists in railroad philosophy maintained, that railroads *could not* convey heavy freight. Their doctrine was, that railroads would convey passengers, but canals *must* do the heavy business. Very recently, we have seen it gravely stated, that railroads had not the *capacity* to do the work of canals. But, it is now obvious, that those who made these statements knew very little of the power of locomotives. The Reading Railroad, and its coal business, would be a sufficient answer; but the experience of the Erie Railroad, on its long line, is the most instructive. The amount of freight carried on the Erie Railroad is 631,000 tons. It is true, this is nothing like the amount carried on the Erie Canal ; but it is also true, that it is a very large amount, and that too, rapidly increasing. The tonnage carried on the Erie Railroad much exceeds the whole amount carried on the Miami Canal, between Cincinnati, and Toledo. This comparison enables us to realize that railroads *are* doing the work of canals ; and although the canals in existence will continue to live, yet no more will be made.

2. The cost of transportation.

The total receipts of the Erie Railroad were :

From passengers,	$1,601,209
From freight,	2,537,214
Mails,	110,708
Incidentals,	69,831
Gross receipts,	$4,318,962
Gross expenses,	2,407,373
Net earnings,	1,911,589

The *expenses* of the road are about fifty-five per cent. We may fairly presume, that as the repairs diminish each year, so the expenses of the road will be reduced to fifty per cent, and this may be taken as about the average of the expenses of railroads.

The actual cost of the road, prior to making the double track, of which there are nearly one hundred miles, was $27,000,000 ; which gives about $60,000 per mile. Considering the elevated chains of hills passed by the road, this is not a high cost. The Erie road crosses the summit levels between Hudson and the Delaware, the Delaware and the Susquehanna, and the Susquehanna and Alleghany rivers. It does this without having any very high grades.

3. The ratio of *way and through passengers.*

The total number of passengers,	1,154,437
The total number way passengers,	1,075,837
The total through passengers,	78,600

It thus appears that only a *sixteenth part*, or seven per cent were *through* passengers !

An examination of the passenger lists, on different railroad lines, will show that *through* passengers are very much overrated, in the public mind. On long lines of railways, four-fifths of the passengers will always be *way* passengers. Nevertheless, they pay well, because they pay the whole length of the road.

It seems that the *average* distance traveled by passengers was seventy-five miles, which is only *one-sixth* the whole line. In shorter lines, the proportion of distance will be greater.

4th. The *increase* of receipts *created by the railroad.* In projecting a railroad, this is, perhaps, the most important consideration to be attended to.

A railway may pass through a country so intersected by other railways, that it will scarcely *create* any new business. In such a case it is not worth while to make it ; for, it will be deprived of its most important branch of receipts.

Now, it is plain that the Erie Railroad

made nearly all its own business—that is, it draws a business which could go to no other line of transportation. The different stages carried but a very small number of passengers compared with what now go on the Erie road.

Take for example, the receipts from passengers at the following points:

At Deposit	$40,000
" Oswego	96,000
" Elmira	178,000
" Binghampton	54,000
" Hornellsville	175,000

Here are half a million of dollars received from passengers at five interior points only—not one of whom could have gone on any railway till this was built.

This business of its own too, is increasing most rapidly. Thus the passengers were—

In 1852	836,000
" 1853	1,154,000

Increase, 25 per cent. As they are nearly all way passengers, this is an actual *creation of business*, by the road itself. There is no reason to suppose this increase will be less than 20 per cent. per annum for several years. In 1860 the Erie Railroad will probably carry three and a half millions of passengers, who ought to pay three millions of dollars to the Company.

The *estimated* receipts for 1854 are $5,500,000, which would enable the Company to make a 10 per cent, dividend, provided it is not consumed in laying the double track.

The destiny of the Erie Railroad is not yet accomplished. Its great advantage is to the country through which it passes—to whose value it must have added double the cost of the work.

If the Erie Railroad were cut off from the Lake Shore Line, it would not be seriously impaired in value; a much more valuable connection will be with the Allegheny Valley Railroad, which will bring the trade of a most productive region on the Erie line.

The Erie Railroad, Mr. McAlpine properly remarks, sustains itself. It has nothing to fear from rivals. It has brought the upper valleys of the Delaware, Susquehanna, Allegheny, Genesee, to the vicinity of New York, and made their lands, and their timber salable, when they would not have been so without it; thus increasing the wealth of the country, and affording facilities for its distribution.

More Consolidation.—The consolidation of the Ohio and Pennsylvania Railroad, the Ohio and Indiana and the Fort Wayne and Chicago Railways into one corporation, to be called the Pittsburgh, Fort Wayne and Chicago Railroad Company, is suggested by many of the leading stockholders of those lines. The subject will be brought before the stockholders of those roads in due time. The effect of this consolidation will be to make one line of railway from Pittsburgh to Chicago, a distance of 470 miles, under one management and control.

MORRIS' REPORT ON THE HILLSBOROUGH RAILROAD COMPANY.

We have just received the very interesting Report of Ellwood Morris, Esq., on the route, cost, &c., of the Hillsborough Railroad. This is one of the clearest and ablest documents on Civil Engineering, we have ever seen.—The surveys, maps, estimates, &c., are all done with ability and candor; and are made distinctly intelligible to the common reader.

On the much controverted question of a union between the Hillsborough, and Marietta R. R. Companies, Mr. Morris is decidedly in favor of the union. For this, there is a reason which has heretofore always governed human nature in its decision; and that is, that it is the *clear interest* of all parties to make the union.

We are not about to argue a point like this; but will suggest two questions for the consideration of all persons interested in the Hillsborough Railroad Company. 1st. What object of business, accommodation, or interest of any kind, is contemplated by a Railroad from Hillsborough to Parkersburg, that will not be accomplished by the union? 2d; How are four millions of dollars to be raised to make an unnecessary railroad to Parkersburg?

Suppose that double as much as is supposed possible, can be raised on the line of the railway, *what then?* The power of Baltimore to aid the line this side of the Ohio is crippled for years to come. This was the only quarter, whence the capital could be expected, without some extraordinary piece of good fortune.—Let any one take Mr. Morris' report and map, and examine carefully the engineering between Jackson and Parkersburg, and he will see at once, that a locomotive is never going to run over that line for any small sum of money. However, we shall make no decision for other people. We have said this, looking only to the Hillsborough interest. In regard to the Marietta line, we know not that they have any strong desire for such a union. In regard to the country, all interests would be better accommodated by having one great route, with double track, between Jackson and the Little Miami.

Consolidation is now the order of the day, among railways; and in every instance, has proved highly advantageous. The reason is, that the more business can be done by *one* company, and the larger the capital employed, by *one* direction, on the longest possible lines of railway, the *more profitable is the investment.* This is the experience of both England and America. It is one of the great lessons taught by railway experiments. But we repeat, we have no desire to make decisions for others, and if there be monied men, filled with the generous, and at this time, most marvellous desire of depleting their own pockets for the public good—we shall be the last to throw any hindrance in the way.—There are numbers of farms and villages, that will be greatly improved in value, by constructing the line from Jackson to Parkersburg, and we know not why they are not as well entitled to good fortune as others.

LITTLE MIAMI RAILROAD.

The result of last years' business on this railroad was as follows:

	1852.	1853.
Passengers,	$270,136	$350,045
Freights, &c.,	$256,609	$316,611
Totals,	$526,741	$666,656
Increase,		$139,915
Increase,		27 per cent.
The increase from passengers,		30 per cent.
Do. do. freight,		23 per cent.

The receipts of this road have increased uniformly from the completion of the work. The gross receipts are now about *one-fourth the capital.* At this rate, the stockholders, if they choose, might easily reimburse their whole stock. The Company have divided regular 10 per cent dividends, using the residue of their proceeds for the improvement of the road. The stock in market has averaged about 120, at which rate the *purchaser* would receive 8 per cent. dividend, and a continual addition to the capital.

The number of passengers carried during the year was 291,375, which is 3,500 per mile.

RAILROADS AND RAILROAD TRAVELING IN INDIANA.

Having occasion, a few days since, to make a flying visit to Louisville, we availed ourself of the courtesy extended to us by the officers of the Indianapolis and Cincinnati (late Lawrenceburg and Upper Mississippi) Road, and made the journey by railroad through Indiana, by which we not only saved some hours of time, but had an opportunity of making a personal inspection of several of the *new* roads of Indiana.

We left Cincinnati at 6 o'clock A. M., on the steamer Forest Queen—runniug in connection with the Lawrenceburg road—upon which we were served with a good breakfast, without money and without price. Owing to the ice in the river, we did not reach Lawrenceburgh until 8 o'clock, where we found the *iron horse* ready harnessed and impatient to start. We seated ourself in a handsome car, made by C. Davenport & Co., of Cambridge, Mass., (wonder why our Western Railroad Companies go East for cars, when they can get as good, a better, at the West, for less price?) and soon were whirling rapidly on our way to Indianapolis; though we, ourself, went no further on this road than Shelbyville, some sixty-four miles; at this point we took the cars for Edinburg, sixteen miles, where we made connection with the Jeffersonville train; and reached Louisville at 7 o'clock, P. M., stopping at the Exchange Hotel—and by-the-way, we would advise

travelers stopping at this house to supply themselves with towels, as the two nights we stayed there, we found no such useful article in our room. Thus we made the distance from Cincinnati to Louisville, all the way by rail, in thirteen hours, with more than two hours to spare at Edinburg.

On our return, we left Louisville at 5½ o'clock, A. M., for the Jeffersonville depot, and seated ourself again, this time bound for Indianapolis, as the connection could not be made over the same route by which we went. At Vienna we breakfasted in Hoosier style, paying forty cents for it. At 11.30 we reached Indianapolis, where we found the commodious cars of the Indiana Central Road (built by E. Thresher & Co., Dayton) just ready to leave for Richmond and Dayton. At Richmond we changed to the cars of the Eaton and Hamilton road, and 9½ o'clock P. M., found us safely at the depot in Cincinnati, where we should have been two hours sooner but for delay caused by the unexpectedly great rush of passengers at Indianapolis and Richmond, making additional cars necessary, and which cars had to be hunted up for the occasion.

Thus much for the route of the journey; now for a few remarks upon the roads themselves, suggested by passing over them.

At Lawrenceburg we found that the railroads through that town had had their inevitable effect, in increasing the former business and creating new. The Ohio and Mississippi Road passes east and west through the town, *built upon trestles*, some six to ten feet, or more,high. From Lawrenceburg to Greensburg, the first town of any size, the road passes through a rough and broken country, sparsely populated along the line of the road. From Greensburgh to Shelbyville presented about the same appearance of sparseness of population, but giving better evidence of cultivation. All along the route were exhibited those peculiar evidences of a new railroad, new houses, new points of concentration, destined in a very short period to become large depots for the surrounding country.

Of the road itself we can speak in commendable terms, it is well managed and well constructed, though as yet rough in places for want of ballast, which will doubtless be supplied as soon as the season opens. Its prospects for business are very good, much better than we had supposed such an inland road would have warranted. We overtook long trains of freight cars bound upward, and met numberless trains of hog cars bound downward, while the cars of our own train, two in number, were filled with passengers. We expected as we reached Greensburg, and other points on the line, that many seats would be vacated; so they were, but plenty were found awaiting the cars to fill them again; and thus it was from station to station, until we quitted the cars at Shelbyville. When this road shall be enabled to connect with Cincinnati by rail, it must do a heavy transportation business; it is already the shortest route, being one hundred and twelve miles, between Cincinnati and Indianapolis. But one train runs as yet for passengers over this road, but we understand that it is in contemplation to run a second in a very short time, a very gratifying evidence of prosperity. Its officers are gentlemanly and attentive; to Mr. Forsyth, Treasurer of the Company, we are greatly indebted.

From Shelbyville to Edinburg the road is laid with flat bar iron. It is owned and run by the Jeffersonville Company, and is now occupied fully by trains of hog cars for the Madison market.

At Edinburg the Jeffersonville road unites with the Madison and Indianapolis road; the numerous tracks of these two roads, crossing and recrossing, numberless trains of freight and passenger cars, locomotives without number, all give Edinburg the appearance of a great railroad depot; while not a few new houses and stores indicate that the town is rapidly growing.

From Edinburg to Columbus, some eleven miles, the Jeffersonville and Madison road run side by side, the latter being built upon a grade somewhat more elevated than the former. Along the line of the Jeffersonville road we find the same evidence of improvement consequent upon railroad facilities. The old town of Bedford, and the new town of Seymour—at the junction of the Ohio and Mississippi road, and named after one of the Contractors upon the line—both present the same unmistakable evidence of progress. At this latter point we noticed that the iron upon the Ohio and Mississippi road had been laid toward Cincinnati as far as the eye could reach, giving hopes that ere many months shall have passed by, we shall have a line from Cincinnati to Louisville, which will be but little longer than an air-line.

The Jeffersonville road passes through a country rather rolling than broken, having but few cuts or fills of any depth or length. It is laid with T rail, and considering its newness is very smooth; by the opening of the next season it will have settled permanently and be ready for final ballasting. We were not so fortunate as to make the acquaintance of any of the officers of this road. Our thanks are due to Mr. R. R. Edwards, the gentlemanly Conductor, for his urbanity and courtesy. He understands his duty, and performs it. The Company are fortunate in securing the services of one so capable.

The business prospects of this road did not strike us as forcibly as on some other roads, though as a passenger road it will always pay well. The location of the depot at such a distance from the river bank, is a serious drawback, and we feel assured that the *Erie policy* of a portion of the citizens of Jeffersonville in thus *compelling* this road to stop short of the river bank, will militate against the business interests of the place. It is foolish, suicidal indeed, thus to attempt to hamper business. The drayage upon freight, from the depot to the ferry, is almost, and in some instances, quite as much, as the whole cost of transportation upon the road. No business can stand such extra charges; nor can any road hope to obtain transportation under such circumstances.

At Indianapolis we had no time to spare. We found the Union depot filled with cars of the various lines centering there. The train of the Terre Haute and Richmond Company passed out while we were waiting, filled to its utmost capacity. The Indiana Central road on which we took passage to Richmond, follows the line of the old National road, through the state; the line is much broken by streams, and is also somewhat circuitous; on some portions the cuts are very deep, and the work very heavy. The work evidences the indomitable energy of the Board of Directors, under whose management it was completed in so short a time.

This road is destined to become one of the best, if not the best in the state; it will be the *central* route from East to West for a long time to come, carrying passengers without number, Already has its business increased to such an extent as to render it necessary to put an additional number of trains to accommodate the travel; its receipts surpass the expectations of its most sanguine friends. Its future is a bright one.

At Richmond the cars of the Eaton and Hamilton road connect, running through to Cincinnati without further change. This short line between Hamilton and Richmond, is doing a very heavy business, and as soon as connections contemplated by recent arrangements are made, its receipts will be largely increased. It is an important link in the line from Cincinnati to Chicago, whether by way of Indianapolis and Lafayette, or by way of New Castle and Logansport, when the Cincinnati Logansport and Chicago road shall be fully completed. Its stock, which has heretofore sold low in the market, must rise as a matter of course, as it will be more valuable than at any time heretofore.

Speaking of the Cincinnati, Logansport and Chicago road, we may add that it is now opened and running to New Castle, and is being rapidly completed to Logansport. At Logansport it will connect with a line direct to Chicago, though under another charter, over the *Kankakee marshes*, so called, though a perfectly dry line of road can be constructed through them without any further trouble than throwing up the dirt and bridging the river itself.

This excursion over these *new* roads has fully fixed our mind as regards the question, "whether we are building too many roads or not?" We think decidedly that *we are not*; and we feel assured that a very short time will prove that we have full need of all we have, and quite as many more, to begin to meet the wants of community. Railroads will be the mode, and the only mode of transportation, of passengers or freight, and the more roads we have, the more will our citizens travel; the cheaper the fare, the greater the inducement.

IMPORTANT RAILROAD CONNECTIONS.

The Cincinnati, Hamilton and Dayton, the Eaton and Hamilton, the Richmond and Miami, the Cincinnati, Logansport and Chicago and the Logansport and Chicago Railway Companies, have associated themselves in a permanent connection making one line of uniform gauge from this city to Chicago.—The road is now finished to New Castle, 100 miles, and is doing an excellent business both in passengers and freight. The balance of the line from New Castle to Logansport, 80 miles, requires an expenditure of one hundred thousand dollars to prepare it for the iron.—The portion between Logansport and Kokomo, the crossing of the Peru road, twenty-two miles, is entirely finished with the ties on the road bed, ready for the iron, which is now lying at Toledo, awaiting the opening of the canal in the spring.

The line from Logansport to Chicago is in efficient hands, and is being pressed forward with an energy which will soon open a direct route to Chicago. The distance, 276 miles can be run ordinarily in nine hours, but from the low grades, freedom from curves, and long levels, one of which is 72 miles, the line can be run ordinarily in seven hours. By reference to the map of Indiana, it will be seen that New Castle lies in a direct line between this city and the south-western extremity of Lake Michigan, and that the route of this line of road is as direct as possible, indeed we understand, that the exact length of the road between New Castle and Chicago, 180 miles, is but 3 or 4 miles longer than an air line from New Castle to that city. The line deviates from a direct one, owing to the very rough character of the country between New Castle and Cincinnati, and passes through Richmond. Eaton and Hamilton, so as to follow the valleys in descending from the table lands to the valley of the Ohio.

Considering the vast amount of freight that must pass over this line of road, we are satisfied that a better approach to our city could scarcely be secured than is afforded by such favorable descending grades. This freedom from curves, and entire absence of any short ones, (except that at Gen'l Price's below Mill creek,) the unusually low grades, and the fact that a considerable portion (27 miles) of the distance, is to be laid immediately with a double track, will cause this line to be the shortest, even in time, between this city and New Castle; and between the two extremes, Cincinnati and Chicago, it is so far-better and shorter than any other, as to fear no competition.

Communications.

For the Railroad Record.

NASHVILLE AND NORTH-WESTERN RAILROAD.

To those of our patrons desirous of becoming acquainted with railroad matters in Tennessee, we commend the perusal of the following communication from Mr. Gardner, by which it will be perceived that Tennessee is taking correct views of her own interest, and *acting up to them.*

Dear Sir:—Two years ago our Legislature chartered a number of Railroad Companies, to some of which the bonds of the State are to be loaned, to the amount of $8,000 per mile, to purchase iron and equipments. That body is now in session, and a bill is before it, proposing to increase this state aid to $12,000 per mile, and also to embrace a variety of *new* projects, to which state aid is, in like manner, to be extended, and to an equal amount. The bill also provides for a loan of 6 per cent. state bonds, to an amount sufficient to bridge the Cumberland and Tennessee rivers on all roads crossing these streams.

Our road was chartered the 22d day of January, 1852, and is one of those to which state bonds are to issue to the amount of $8,000 per mile, to buy iron and equipmeuts. The company was organized on the 6th day of September last.

Our Directors are:—John A. Gardner, J. H. McEwen, W. F. Cooper, M. Burns, R. C. McNairy and John B. Johnson of Davidson Co.; Jas. L. Bell of Dickson; Thos. Wyly of Humphreys; John W. Blanton and William Fitz Gerald of Henry Co.; J. Terrell and W. W. Gleeson of Weakley, and G. H. Cary. W. B. Isler and William Wyatt of Obion County.

The officers are:—John A. Gardner, President; Henry L. Claiborne, Secretary and Treasurer.

Our road commences at Nashville, and passing through Dickson, Humphreys, Benton, Henry (or Carroll) Weakly and Obion, will terminate on the Mississippi river, either in New Madrid Bend, Obion Co., Tennessee, or at the town of Hickman, (Millspoint) Fulton Co., Ky.

If it terminates at the Madrid Bend, its length will be 175 miles, if at Hickman 150. Its *gauge* will be *five feet.* Our law requires all roads in this state to be of the same gauge, five feet.

Should we terminate at Hickman, the cost of our road, ironed and equipped for business, will be about $2,500,000. If we go to the Madrid Bend, about $3,000,000.

The completion of our road will be the consummation of that magnificent project, first conceived by the sagacious mind of Mr. Calhoun, *of connecting the south-eastern Atlantic sea-board, at Charleston and Savannah, with the Mississippi river, below its confluence with the Ohio.*

From Charleston, S. C. and Savannah, Ga., to this place (Nashville) there is a continuous line of railways, now in successful operation, all of the five feet gauge.

By the extension of the St. Louis and Iron Mountain road, from the latter place to the Mississippi river, opposite the point at which we approach it, the cities of Nashville and St. Louis, will be brought into convenient railway connection.

About 25 miles beyond the Mississippi river, we shall connect with the Fulton and Cario road, and thus be brought into communication with the system of railways in Arkansas, Texas and western Louisiana.

Very Respectfully,
Your obedient servant,
Jno. A. Gardner, Pres't.

Office Nashville & North Western Railroad Co.,
Nashville, Tenn., Dec. 28, '53

For the Railroad Record.

PLAN FOR THE CONSTRUCTION OF THE GREAT CONTINENTAL RAILROAD.

The following is the continuation of the article upon the same subject in our last issue:

The Legislature of any State may grant a charter to a company with full powers to construct a railway from the Missouri river to the Pacific ocean, after having first acquired the right of way from the General Government. The Company should then issue bonds to the amount of one hundred thousand dollars, bearing simple interest at six cent. per annum till the completion of the work, offer them to the people, and enough may be sold instantly to prosecute the survey and locate the road; this accomplished, issue the balance, or enough to make up the one hundred and fifty millions, bearing interest as above in denominations as follows:

3,000,000	Bonds of	$ 5	each,	15,000,000
2,000,000	"	10	"	20,000,000
1,000,000	"	50	"	50,000,000
500,000	"	100	"	50,000,000
30,000	"	500	"	15,000,000
6,530,000	Bonds,	and		$150,000,000

About *one bond*, or $7,50 to each individual of the present population of the United States· Now offer fifty millions of the smaller denominations to the citizens of America, that every individual may have the privilege of becoming a bond holder to the amount of five, ten, fifty,

one hundred or five hundred dollars, according to ability and inclination, and if this amount be readily taken, offer another, and another, till the whole be taken; should there be a want of confidence in the efficiency of the company, let the General Government come to the rescue, and by becoming bond holder to the amount of one hundred millions, *incidentally* aid in carrying forward the great work. It is confidently believed that the entire route may be let to one hundred contractors, who will receive in pay one-fourth in the bonds of the company; that the rails may be contracted for, depots built, engines and cars purchased on the same terms, thus disposing of thirty seven and a half millions of the Bonds, leaving in the hands of individuals and the General Government one hundred and twelve and a half millions. As the bonds are taken up, let them pass from the Government into the hands of individuals till they are *all owned by the people*; this will relieve the Government, and as the work progresses confidence will inhere in the company, and the bonds will be sought after.

On the completion and equipment of the road, *interest on the bonds should cease*, each receiving his or her pro rata of the net profits of the annual revenue it yields. The entire cost of construction, outfit, interest and incidental expenditures is now $200,000,000.

As the interest on the bonds is now to cease, the only expenditures will be those of operating the road and wear and tear of material. Suppose there be twenty depots and one hundred engines, with ten men at each depot and six at each engine and train of cars, amounting in all to eleven hundred and twenty men, or an average salary of fifty dollars per month giving

An aggregate of annual salaries of	$432,000
Wear and tear of materials,	500,000
Incidental expenditures,	68,000
Fuel,	$1.000,000
Annual sum total of expenditures	2,000,000

REVENUE.

From the present ocean and overland emigration to our Pacific possessions, and its steady increase for six years to come, when the railroad should be completed, the estimate will fall within the result, if we rate the *through* passengers to and from the Pacific, at one hundred and fifty thousand the first year, which

At $100 each will give,	$15,000,000
200,000 tons of freight at $25 per ton,	5,000,000
Way passengers and freight,	300,000
Mail and government stores,	700,000
Total revenue,	$21,000,000
Deduct expenditures,	2,000,000
Net profits the first year,	19,000,000

Or 9½ per cent. on the Bonds. In a ratio commensurate with the almost spontaneous vegetable growth of the Mississippi valley, the gradual unfolding of its inexhaustable resources of mineral wealth, the rapidity with which its surface is covered with settlement, and its soil reduced to cultivation, will be the increase of the interest on the Bonds of this, the highway of nations. The road will exist with the Republic; will give it vitality, force, security, and instead of walling in the Capital of a great nation, will loudly call for its removal to the great CENTER, the seat of modern Empire, from whose throne, which is based upon the hearts of the people, will radiate the benign influence of republican Government, free institutions, universal education of the masses, free thought, free act, and a *Press*, free as the sunlight of TRUTH!

With Great Respect,
I am, Gentlemen,
Your obedient Servant,
GEORGE B. SIMPSON,

Independence, Mo., Dec. 15, 1853.

WISE POLICY.

The management of the Little Miami Railroad has long been a subject of commendation; the far seeing sagacity of its directors extended at various times to connecting roads, that assistance necessary to secure their completion. The same liberal and wise policy has been pursued by the Cincinnati, Hamilton and Dayton road, the stockholders of which are but beginning to reap the fruits of the wisely directed liberality of the directors, who have within a few weeks concluded a permanent connection with all the roads forming the direct line to Chicago; and to ensure their immediate completion have subscribed three hundred thousand dollars to the capital of the Cincinnati, Logansport and Chicago Railway. But few of the stockholders in the Cincinnati, Hamilton and Dayton Railroad will be likely at once to appreciate the benefit which their directors have done them. We may take occasion to refer to this subject again, and show that while the benefits resulting to the Cincinnati, Logansport and Chicago railway from this arrangement are great, yet are they equally so to all the other parties, and we hope that other railways may take a lesson from this and find that such arrangements can be made as will be for the mutual benefit of all parties.

MADISON, INDIANA AND PERU RAILROAD.—By the terms of consolidation between the Madison and Peru Railroad which went into effect on Monday, the 2nd inst., the following gentlemen remain as the Directors of the Consolitated road:

E. W. H. Ellis, E. J. Peck, J. P. Drake, Indianapolis; E. Cottingham, Hamilton; N. J. Jackson, Tipton; G. L. Dart, Peru; John Brough, J. R. Cravens, W. M. Dunn, J. G. Marshall, David White, Madison; Samuel Moore, Mooresville; R. H. Winslow, New York.

WISCONSIN CENTRAL RAILROAD.

This road has its southern terminus on the line between Illinois and Wisconsin, where the Fox River Valley road ends; and it is to be a continuation of the latter, under a different charter and company, north-westerly through the counties of Walworth, Jefferson and Dodge, to Columbus, near the Great Bend of the Wisconsin river. Thence to Stevens' Point, Portage county, it is to be continued, under a different charter; but the latter will not probably be commenced until the former is completed.

Any one who will take a map of Wisconsin and trace the route through from the State line, where the Fox River Valley Road terminates, to Geneva, Elkhorn, Richmond, Whitewater, Jefferson, and on to Columbus, will see that it will be the natural channel for the commerce of the central part of the State. Near Columbus, the road will enter the Pinery of Wisconsin—a region of country to which the whole of the central and southern counties of that State will have to look for their entire supplies of lumber, shingles and laths.

From the Portage also to lake Superior, there is now a common wagon road open, and the entire topography of this country is said to be peculiarly favorable to the construction of a railroad.

The citizens of Walworth county have subscribed for $70,000 of stock.—*Ex.*

From the above we perceive that the railroad spirit is up in Wisconsin; and that the people are awake to the necesity of opening up means of communication with the iron regions of lake Superior, and thereby securing for themselves the trade of these regions which else will seek a market further east.—The idea of a railroad through these wild regions, would seem preposterous to those unacquainted with the vast resources of the great West. Progress is the order of the day, and "onward" the watchword.

BRIDGE OVER THE MISSISSIPPI RIVER AT FULTON.—Mr. McAlpine, chief engineer of the New York and Erie railroad, has been at Fulton, Illinois, examining the river for the construction of a railroad bridge over it. The river is sixteen hundred feet broad, rocky bottom, with banks eightly feet high on each side.

Fulton is the Western terminus of the Mississippi and Rock River Junction Railroad, which is a direct western extension of the Galena and Chicago Air Line from Dixon.

☞ TheMichigan Southern and Northern Indiana Railroad Companies have declared a semi-annual dividend of ten per cent. payable on the 2d of January. Their earnings for the last six months have been about $960,000, and after paying dividends, there will be a surplus left of about $225,000.

ILLINOIS SOUTHERN AND CHICAGO RAILROAD COMPANY.

This is another new project for a railroad, organized, under the general Railroad law of Illinois of 1849, under the above title, with a capital of $3,500,000, in shares of $100 each. A Board of Directors has been elected, and Commissioners appointed to open books for subscription to its stock.

From the Evansville *Enquirer* of the 4th inst., from which we get our information, it would appear that the required amount to organize the Company has been subscribed, and ten per cent. on the cash subscriptions, already paid in. A corps of engineers is now at work making the location of the road, which will pass through the counties of White, Edwards, Richland, Jasper, Cumberland and Coles; its termini being Graysville, on the Wabash, on the south, and Charleston, Coles county, on the north, where, the *Enquirer* further adds, it will connect with the Illinois Central Road to Chicago, thus connecting the Wabash river with Chicago, at a point only thirty-eight miles distant from Evansville, Indiana.

Our friend of the *Enquirer* must be misinformed, in regard to the connection of this proposed road at Charleston; nor can he have consulted that "admirable Railroad Map," or he would have seen that the Illinois Central Road, or rather the eastern branch of that road, does not come within at least twelve miles of Charleston, at the point of its nearest approach.

By the construction of thirty-eight miles of road, in Indiana, over a route presenting few, or no obstacles to railroad building, Evansville can be put in connection with Chicago direct; and it is the construction of these few miles that the *Enquirer's* article advocates.

A road was projected some time since, called the "Joliet and Terre Haute Road," which would answer the same end, so far as Evansville was concerned, and entail no necessity upon that city of building any additional road in Indiana; of this project we have not heard recently. So far as Illinois is concerned, the road proposed through the Wabash country would be of great advantage, being very much needed for transportation purposes.

India Rubber Beneath Rails.—The New York Central Railroad Company have assumed the expense of laying one or two miles of India rubber under their tracks, intended to obviate materially the present destruction of rails and machinery, and do away with the noise attendant upon the motion of the trains. We are glad to learn that this invention is to be tried in this country. A patent was taken in England two years ago, but we have never heard of its adoption there.

South-Western Tennessee Railroad Company.—From a recent letter from Col. Wm. Bosson, president of this company, we learn that this enterprise has been vigorously urged forward in the way of surveys and location, taking great pains to secure not only the best line for the present, but for all time. Recent surveys have reduced the line from eighty-seven to eighty-three miles, and no pains will be spared to render this portion of the great southern connection with the Gulf of Mexico, the best in the whole chain. From our personal acquaintance with Col. B., we feel assured that nothing will be wanting, that energy and perseverance can accomplish, to make this line, not only at an early day, but in the very best manner. The McMinnville and Manchester road, the connecting link from Chattanooga, will be completed the ensuing summer; of this last-named road we we gave a full report in a recent issue.

The Legislature of Tennessee is having a kind of "Railroad Session" of it this season, having not only already passed numerous railroad bills, but has a large number still upon the tapis. The view taken by the Legislature of railroad matters, it strikes us, is the right one, giving them $8,000 per mile to enable them to lay the rails, and taking security upon the road. Thus the roads are assisted and the state still secured.

For further particulars of the Legislative action of the state, we refer to our "Correspondence" of this issue.

Patent Padlocks for Railroad Switches, Freight Cars, &c.—We would call the attention of persons interested to the card of Messrs S. C. Thomson & Co., Manufacturers of Padlocks, &c.

Specimens of the padlocks made by this firm have been left at our office for inspection. We must say for them that more perfect or complete specimens, whether of workmanship or durability, we never saw; they are made of material, inside and out, that will not rust, and the key hole is protected by a cover kept in its place by a spring: there is also a chain fastened to each lock by a solid eye.

These locks are in use on a number of roads and have given full satisfaction. We can confidently commend them to all in need of the article.

Prices, with spring cover over the key hole, $12 per dozen, with plain cover, $11.

Hannibal and St. Joseph Railroad.—We are gratified to learn that one million dollars of stock have been subscribed to this road by Eastern capitalists—five per cent. paid down at the time; fifteen per cent. to be paid within sixty days. This will ensure State bonds to an equal amount, and enable the Directors to prosecute the work without delay.

Louisville, Clarksville and Memphis Railroad.—The Clarksville *Chronicle* learns from Mr. Peabody, that the distance from the Kentucky State line to Tennessee river, at the mouth of Cane creek, is just 55 miles, 27 miles shorter than Mr. Taylor made it. And over the route, represented as impracticable, the grade is only fifty feet to the mile. The route to White Oak is equally practicable, and 24 miles shorter than the distance as given, on previous survey and by a different corps: Mr. Peabody also informed the *Chronicle* that he has put two companies on the line, below Tennessee river, one operating from Memphis, the other from Trenton; and says the country is highly favorable to an easy grade and a cheap road. These facts will be highly interesting to the friends of the road, and, coming from an Engineer so competent, and a gentleman of such high character they will be received with the utmost confidence.

Self-Coupling Truck-Guide.—One of the most practical recent inventions is Livermore's "Self-Coupling Truck-Guide," which we hope to see used on the cars of every road. Its extreme simplicity is a great recommendation, obviating the numerous dangers attendant upon the present mode of coupling cars, being a "self-coupler." In addition to coupling the cars more securely than by the old fashion of links, it guides the truck as the tongue guides a wagon, thus preventing the vibrating motion and surging caused by uneven tracks. When coupled all movement at the coupling is prevented. The improvement can be attached to *new* cars at a very slight expense; the alteration of *old* cars can be made, including all expenses, at a cost not exceeding $40—and still less for freight cars.

If the above be correct, it is doubtless a great improvement, and should be experimented upon by some of our leading roads.

Wilmington and Manchester Railroad, N. C.—We learn that the part of this Road west of the Great Pee Dee, was completed last week, so that the cars now run up to the river. The Eastern end of the Road is also finished to within three miles of the Great Pee Dee. We are also pleased to announce that the cylinders of the Great Pee Dee Bridge are all sunk, and rest on a firm clay foundation, from sixteen to eighteen feet below the bed of the river, so that hereafter the construction of the bridge may proceed without impediment or delay.—*Manchester Marion Star.*

How they manage Rrilroads in France.—The tribunal of Angouleme (France) has fined a railroad engineer 200 francs for having failed to notice the red flag, the signal to stop. No accident resulted from his negligence, but it was thought best to make an example.

RAILWAY TRAVELING IN RUSSIA.

We proceeded, bag and baggage, to the station of the Moscow Railway. Only one train starts daily; and the hour at which that most important event takes place is, or ought to be eleven, A. M. Travelers are commanded by the Government to be at the station at ten precisely; and even then they are liable to be told that the train is full—as it is quite an unheard of thing to put on an extra carriage for any number of passengers. Having arrived therefore, at ten minutes before ten, to be quite sure of being in time, our baggage was seized by a soldier, policeman or railway porter, (for they all wear somewhat the same uniform,) and carried in one direction, while we were rushed in another to show our passports for Moscow, to procure which we had been to three different offices the day before. Here the descriptions of our persons and our reasons for traveling, which it contained, being copied at full length, we were hurried to another counter, where we got it stamped; whence, catching sight of our baggage *en passant*, we sped on to the ticket office, and then returning to our pormanteaux, we went through a few formalities which ended in receiving a ticket to add to the number of those with which our pockets were now pretty well filled. The anxiety of mind which such a variety of documents causes, is not to be wondered at, when the consequences which the loss of any of them would entail, are considered.

Ladies in Russia do not think of trying to carry their tickets in their gloves. We now betook ourselves to the waiting room, which we should have thought handsome had we not been detained in it so long that we got tired of admiring it. For an hour did the destined occupants of the train sit patiently on the benches, every man with his head uncovered —for even a skull cap is an adomination to a Russian under a roof. Every man in military garb seemed to have the *entre* to the platform, while the doors were rigorously shut against us unhappy civilians. At a quarter before eleven, however they are opened—a general rush follows and we are hurried through a barrier, the door of which closed behind us. Soon the whole barrier becomes thronged with people, waving their adieus as ardently, as if we were booked for Australia. A bell, a whistle, and a sort of dull attempt at a scream, are, as in more civilized parts of the world, the signal for starting; we leave the weeping eyes and waving pocket handkerchiefs behind us, and in the course of ten minutes, find, to our satisfaction, that we have increased our speed to fifteen miles an hour. We have barely done so ere we arrive at a station. Everybody rushes out and lights a cigarette. We are to stop here ten minutes, and the people during that time walk up and down the platform and smoke; then we bundle into our old places and have time to look about. The carriages are large. Nobody seems to go in the first class. A second class carriage accomodates abont fifty people. They are built as in Austria and America, with a passage in the center, perambulated by a man in uniform,who occasionally asks people for their tickets. He seems to make inquiry the first time, to satisfy himself that you have got one, and afterwards merely as an amusement, which he appears to enjoy the more if he fancies you are going to sleep.

The men are bearded and dirty, and relate stories in a loud tone of voice, for the benefit of the whole company, most of whom have evidently never been on a railway before. At every station the same scene ensues. The unsmoked ends of the last station's cigars have been carefully preserved, are lighted afresh, and vehemently smoked on the platform during five or ten minutes, as the case may be. The stations are all very spacious and uniformly constructed, with an immense domed building for engines attached to each. Though there is but one passenger train daily, there are three good trains, always well loaded with inland produce, tallow, fur, &c., or with cotton from St. Petersburg to the interior. I should hardly think the line could possibly pay; but as it is a government concern, nobody has any means of ascertaining this fact. Whether it pays or not, the railway traveler in Russia soon discovers that the requirements of trade are as little regarded by government as his own personal convenience; for the restrictive policy of the empire must ever neutralize, in a great measure, the beneficial effects of rapid internal communication, while the difficulties which have always been placed in the way of free mercantile intercourse exist in full force, though the physical obstacles by which it has hitherto been encompassed are overcome. In fact, though the public cannot but be benefitted by the formation of railroads throughout a country, it is hardly for the publie benefit that railroads are constructed here. Russian railroads seem to be meant for Russian soldiers; and it is the facility thus afforded of moving large bodies of men, that thus invests this mode of communication in Russia with an importance which does not attach to it in Great Britain, or perhaps any other country in Europe, to an equal extent. When St. Petersburg, Moscow, Odessa, and Warsaw, become connected, Russia assumes an entirely new position with regard to the rest of Europe. A few days, instead of many months, will then suffice to concentrate the armies of the north and south upon the Austrian or Prussian frontiers.—Through this same quarter of the world, many hundred years ago, poured these barbaric hordes which overran civilized Europe; it would indeed be a singular testimony of the spirit of the age, if the next invaders made their descent by means of railroads.—*Russian Shores of the Black Sea.*

Novel Steamer.—An iron vessel named the "Enterprise," intended for the Deep Sea Fishing Association of Scotland, has been launched on the Clyde. She is about 100 feet in length, and 16 feet beam, her measurement about 100 tons, and her engines are 100 horse power. The propelling power, on a totally new principle, by Messrs. Ruthven, of Glasgow, the patentee, requires neither paddles nor screw. One important feature of the invention is. that by a simple movement the vessel can be either stopped, turned, or backed, almost instantaneously, without requiring the steam to be let off, or the machinery stopped. The principle of propulsion is the injection of water through pipes, to act upon the mass of water in which the vessel is moving. James Rumsey employed this principle, but Ruthven's improvement relates to the exit tubes.

Evansville and Indianapolis Straight Line Railroad.—From the Evansville *Weekly Journal* we learn that sufficient stock has been subscribed to warrant the immediate letting of the first section of the road, between the river and the intersection of the Ohio and Mississippi Road, at or near Washington. The two sections between Washington and Indianapolis are in a forward state. The subscriptions are being liberally made and paid up in full at once.

The first section will be first completed, in order to open a communication direct with Cincinnati and the East via the Ohio and Mississippi Road. Willerd Carpenter, Esq., one of the directors of the Company, is on the line, indefatigably occupied in forwarding the interests of the Company.

This will be a valuable line for the State; and as usual, has tended to enhance the value of property all along its route, to say nothing of its influence upon the trade and commerce of the rich valley through which it will pass.

The Directory of this road is emphatically a "working Board," and their judicious management of its financial affairs, will maintain its credit among the best railroad undertakings of the country.

Jackson and Alton Railroad.—We learn from the Alton *Courier* that operations on this road have commenced. Capt. Hunt, the Engineer and Surveyor, started from Carrollton with a full party, and ran a line of reconnoissance and survey to Alton. The recent railroad meeting at Carrollton is said to have been very enthusiastic, and there was but one voice among the stockholders—that the road *should* be built. The wealthy farmers and stockholders there assembled, pulled out their pocket books, unasked, and planked down the first five per cent, on their subscriptions, amounting to over 3,000. The county subscriptions, to the amount of five per cent, were also made by parties duly authorized.—The stockholders expressed their readiness to pay their assessments as fast as could be deired, to push the work.

Little Miami Railroad.—At the annual election of the Directors of this Company, on Tuesday last, the following gentlemen were chosen Directors for the ensuing year: all being members of the old Board, viz:—Jacob Strader, John Kilgour, R. C. Springer, Griffin Taylor, J. H. Groesbeck, Nat. Wright, John Bacon, Wm. McCammon, Abraham Hivling, Jas. Hicks, Jr., Larz Anderson and Alphonso Taft. 26,551 shares of stock were voted and unanimously cast for the above Directors.—We learn, that it is the purpose of the Company to commence the construction of the Lebanon Side Track early in the spring. The Road will be let to contractors on the 23d of January.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	99	100
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	99	100
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	95	98
Do do do	2d "		1852	90	91
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	95	98
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1895–6	97½	100
Do do	2d " "	7	1866	92	94
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	110	112
Do do	" "	8	1855–6	107	108
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	96	98
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	109	110
Do do	2d " convertible	7	1859	102	103
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	85	87
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	111	112
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	60	65
Bellefontaine and Delaware			
Bellefontaine and Indiana	50	90	5
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	105	107
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cin. Wilmington and Zanesville	100	90	95
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	86	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	60	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		100
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami		70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	60
Illinois Central	100	123	125
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	66	68
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	80	80
Madison and Indianapolis		67	70
Marietta and Cincinnati	50	60	70
Marion and Mississinawa Valley			
Maysville and Lexington		60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		110	110½
Michigan Southern		124	125
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	77½	78
Northern Indiana		123	125
Ohio Central	50	80	90
Ohio and Indiana		95	75
Ohio and Mississippi	50	87½	90
Ohio and Pennsylvania		102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		106	108
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50		

As we are desirous of making these tables as perfec and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	122¾
Do (int. ceases July 1).	5	1853	101⅛	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	114	116
Do	6	1860	108	110
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	91	92
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	106	107

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	92	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	97	99
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	½	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ₱ ct. discount.	
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ₱ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$180	$185
80 acre warrants	90	92
40 acre warrants	45	47

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, January 11, 1854.

The continued depression of monetary affairs has, as yet, a tendency to make our transactions in Stocks quite limited, but at prices about the same as last quotations. We look for, and must have a more buoyant market soon. Our loans have been large on hypothecated Stocks, at rates from 2 to 3 per cent. per month for 30 and 60 days.

THE SALES WERE AS FOLLOWS:

250	Shares	Peru and Indianapolis Railroad	65
50	"	Ohio & Mississippi railroad	89
97	"	Dayton and Western Railroad	75
10	"	do do do	65.25
25	"	Columbus, Piqua & Indiana Railroad	67
35	"	Cleveland & Pittsburgh Railroad	86
30	"	Cincinnati, Hamilton and Dayton Railroad	105
15	"	do do do	104,75
100	"	do do (hypothecated stock)	105
61	"	Little Miami Railroad	110
41	"	Columbus and Xenia Railroad	104¼
60	"	Mad River and Lake Erie Railroad	80
72	"	Covington and Lexington Railroad	65½
35	"	Peru & Indianapolis Railroad	65
68	"	Eaton and Hamilton Co., hypothecated	58
20	"	Marietta and Cincinnati Co	60

THE OFFERS WERE:

Ohio and Mississippi	84
New Albany and Salem R.R.	50 to 51
Lawrenceburg & Upper Mississippi Railroad,	65¼
New Albany and Salem Railroad	50 to 51
Kentucky Trust Company Bank Stock	94
Eaton and Hamilton Railroad	56
Two $1000 Bonds of the city of Covington Ky.,	80
Maysville and Lexington 2d Mortgage Bonds no sale.	

MONETARY.

At the East, money has been in advance of the supply, though not to the extent of a stringency. First class paper rates at 10@12 per cent. Call loans, on ample security, at 7 per cent. are in demand, thus evincing that there is abundance of money when the parties holding it can loan it with a certainty of commanding it when wanted.

The New York City Banks show loans to have increased $1,350,000. Deposits $700,000; diminution of specie $1,000,000.

Foreign Exchange remains at our last quotations. The shipment of specie for the year 1853, reached $26,740,000. The excess of the receipts of gold over the shipment has been some $31,000,000.

The past week has been "dividend week" at the East, Some $3,021,440 were paid in dividends in Boston, of which $1,535,000 were on railroad account. In New York $7,000,000, including government interest, were paid.

The 6 per cent. coupons of Wheeling and Harmar issued to the Cincinnati and Marietta Railroad Company, were paid by Messrs. Winslow Lanier & Co., on 3d inst. The coupons of the first mortgage bonds of the Columbus, Piqua and Indiana Railroad Company were paid by the Chemical Bank, N. Y., and those of the second mortgage at the Commercial Bank, Philadelphia.

The value of stocks have been affected by the scarcity of money. The following sales were made in New York on the 28th and 29th ult., the report of which did not reach us in time for our last issue—

$4000	Bonds Maysville and Lexington R.R. Co., 6s. 1st. mort	60,00
$4000	do do do do do	55,00
$8000	do New York and Erie R.R. Co., 7s. 2d mort	104,75
$5000	do Michigan So., 7s.—1863,	85,50
$4000	do do do do	85,00
$500	do Chicago and R. Island 7s. 1st mort., conv., 1870	97,00
27	Shares Illinois and Wisconsin R.R., Co	60,00
107	do N. Y., and Erie do do	78,50
126	do Little Miami do do	111,00
50	do Mad River and Lake Erie do	91,00

The tendency of the Stock Market, for the last six months, has been downward; not because stocks were worth less, but because commercial paper offered a more lucrative investment. The following table will give a view of the market value of several leading stocks for three periods during the past year:

Stocks.	Jan. 1.	July 1.	Dec. 31.
U. S. 6s, 1868	119½	121¾	120¼
Ohio 6s, 1860	109¾	107½	105½
Kentucky 6s, 1871	112¾	111½	106½
Erie 7s, 1868	115½	114	114
Do. " 1859	107¾	107	106½
Hudson River 7s,	109¾	108	108½
Mich. South.	100¼	105½	98
Hud. River shares	75¾	72¾	67¼
Erie do.	93	89	79
Harlem road do.	73	65	55¼
Mich Cent. do.	105	116½	109
Do. South. do.	125½	144	129
Panama do.	140	129½	96
N. Y. and New Haven	115½	107¾	101

At the West, money has continued very active since our last issue, with an increased supply of currency, and a sensible relief from the severe stringency then noticed. The demand still exceeds the supply, and our Banks and Bankers have large amounts of paper offering—more than they can accommodate. Street rates for money range from 1 to 2 per cent. per month. Upon the whole, we think the prospects of a relief, at an early date, are very fair.

Exchange rates at ½ to ¾ per cent. on the East.

In our Stock Market very few transactions have taken place, of any amount. Money is worth so much more for mercantile purposes, that capitalists prefer the latter investment, as allowing an opportunity of turning it much oftener. Messrs. Hewson & Holmes' sales will give the state of the market.

The Railroad Earnings for the last month, as far as we have seen them, present a large increase. The Eaton, Hamilton and Richmond Road, (through line,) shows as follows:

For December, 1853	15,938 79
Do. 1852	4,241 94
Increase, 276 per cent.	$11,696 16

In our last issue of each month, we shall give the "Earnings" of all the Railroad Companies we can hear from, for the preceding month, thus presenting a vast amount of valuable statistics. We should be pleased to hear directly from the several companies.

Proposals for the Panama Railroad loan were opened 30th ult. The amount bid was $2,122 000, ranging from 90 to 97-50. The loan was disposed of at 92, to 97-50.

☞ The people of Michigan have been holding a great Railroad Convention, at Jackson. They ask a general Railroad law for the state, to facilitate railroad communication.

Miscellaneous.

FORT WAYNE & SOUTHERN RAILROAD.—We neglected to notice last week the proceedings of the Board of Directors of this road on the 13th ult., at Muncie.

The contract between the city of New Albany, and a committee on the part of the board of Directors, entered into in the fall, was disapproved of by the board. The board however, offers to terminate the road at New Albany, if that city will subscribe $350,000, within six weeks.

The board considered that the committee which made the contract, before spoken of, as we understand, exceeded their instructions, and of course would not bind the company unless adopted by them.—*Bluffton Banner.*

THE WORK COMMENCED.—At Columbus, twelve miles above Hickman, Ky., the work on the Mobile and Ohio Railroad was commenced a few days since, by Messrs. Taylor and Ramsey, contractors. The timber has been cut from several miles, and the grading of the river bluff has been commenced.

FREEMONT & INDIANA RAILROAD.—At a meeting of the board of Directors of this road, held at Findlay last week, Lima, Shannon, and Beaver Dam, were made points.

Ten per cent of the stock subscribed was paid in by the first of January inst. The company has exhibited remarkable energy in the prosecution of the enterprise, and, judging from the past speed, it will be but a short time bafore the cars are running to this place. *Lima Argus.*

GREENVILLE AND MIAMI RAILWAY.—The annual election for Directors of this Company, was held at Greenville on Monday 2d inst. The following gentlemen compose the Board: H. Gebhart, W. S. Westerman, D. Beckel, James McDaniel, Alfred Kitchen, D Studybaker, W. A. Weston, M. Warring, John Wharry, W. M. Wilson, H. Arnold, E B. Taylor, and J. R. Knox.

RAILROAD OBSTRUCTION. — Brooks, who placed an obstruction on the Cleveland and Pittsburgh Railroad, in this State, by which the engineer was killed, and several others severely injured, has been sent to the Columbus penitentiary for life.

Served him right. Any man who would deliberately cause the death of so many others, should be placed where he could do no more harm.

Advertisements.

R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

January 5, 1854 jan.12-6*

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12-tf

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street.

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

NEW BRICK MACHINE.

Now in Successful Operation in Baltimore.

IT is so simple that any common mind can learn to manage it in two or three days. You have merely to shovel clay into a box, and attach a horse to the sweep. The machine tempers the clay and molds the bricks in the most perfect manner, such as the most experienced hand can scarcely equal. When burned they are found to be stronger and more solid than those made in the usual way because the clay is worked stiffer under the pressure of the screw, than it is possible to mold by hand. For a machine driven by steam, the clay is taken direct from the bank and passed through a pulverizer, which removes the stone and prepares it for the soak pit. Supposing the clay at hand, nine men and three boys will mold 15000 bricks per hour. Price $500. A five mold machine worked by a horse, with four men and four boys, will mold 1000 bricks per hour. Price $300. A four mold with the same force, will mold 800 bricks per hour. Price $250. Obtained gold medals from the Maryland Institute, 1853; premium from the Maryland Agricultural Society 1853. For further particulars in a pamplet containing full instructions on Brick burning address.

FRANCIS H. SMITH.
dec-291* Baltimore.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

OFFICE OF THE OHIO AND MISSISSIPPI R. R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an instalment of five dollars per share has been called for due and payable at the office of the Company, No. 95 Fourth-street, on the fifteenth day of February, 1854, being the ninth instalment.

By order of the Board
ec22-tf H.H GOODMAN, Secretary.

MORRELL, SHOEMAKER & Co.,

Manufacturers of

Sheet, Boiler, and Bar Iron,

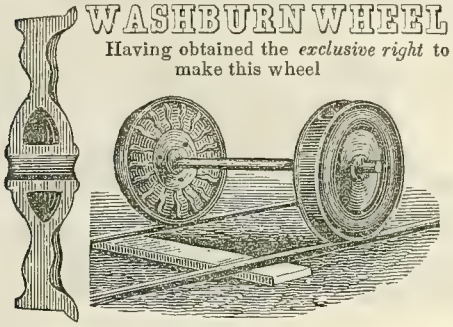
RAILROAD IRON AND CHAIRS.

No 64 Second St., one door west of Broadway
m r10

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules,
		Squares,
Cotton and Manilla Rope,	Looking Glasses,	Saws,
	Japan Ware,	Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,

IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION: as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

IMPORTANT TO

RAILROAD COMPANIES.

JUST PUBLISHED.—The Decision of the Supreme Court of Ohio in the case of the Cincinnati, Wilmington and Zanesville Railroad Co. *vs.* the Commissioners of Clinton County. Official copy, in pamphlet form. Price $3 per dozen.

Address, OSGOOD & BLAKE,
je30-tf. Publishers, Columbus

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do, Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St.

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,

No. 19 West Third Street,

CINCINNATI, O.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.,

CINCINNATI.

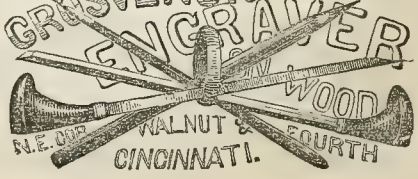
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,

CINCINNATI.

Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.



HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of Geo. K. Stillman,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. Hayden can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

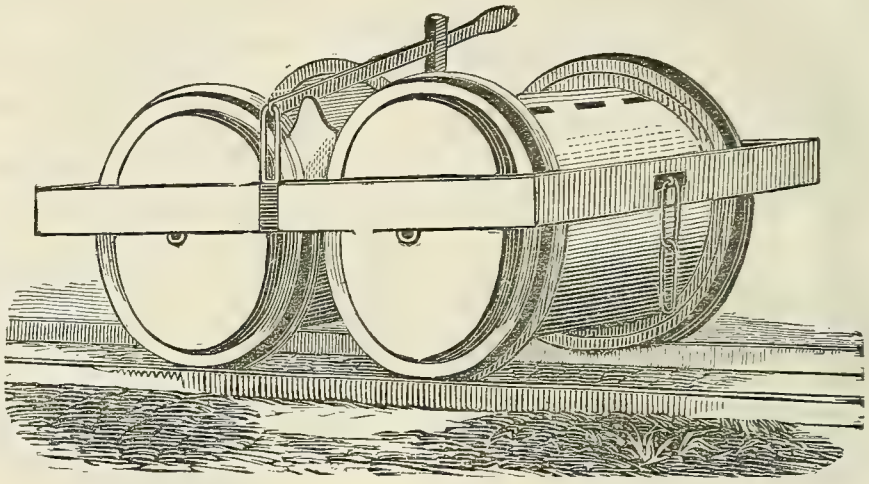
OFFICE DAYTON & CINCINNATI R. R. CO. }
Cincinnati, Dec. 9, 1853. }

THE Stockholders of this Company are hereby notified that the Sixth instalment of 10 per cent. on the Capital Stock, is required to be paid on the 10th of January next.

By order of the Board.
dec.22 JOHN C. THORP, Sec'y

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



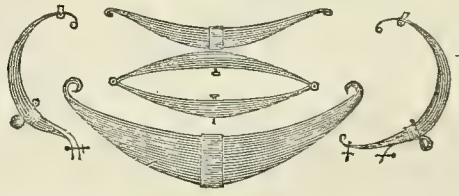
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

Norris Brothers, Locomotive Builders, Philad.
A. C. Gray, Pres't New Castle Manuf. Co.
U. Wells, R. R. Car Manuf. Petersburg, Va.
I. R. Trimble, Supt. Philad. R. R. Co.
M. B. Millen, Gen. Supt. C. R. R. Savannah, Ga.
Emerson Foote, Supt. M. & W. R. R. Macon, Ga.
Thomas Dougherty, Master Mach. do.
Thos. Sharp, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

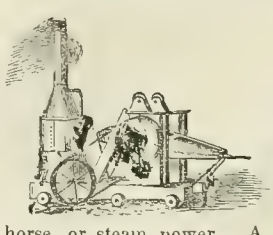
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

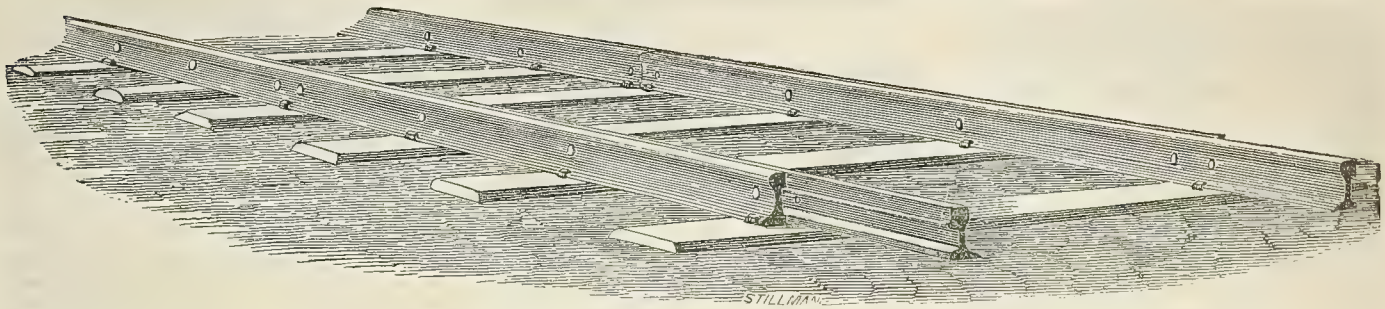


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track — it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S
Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices.

OTTO ONKEN,

Ohio Medical College Building,

Sixth Street, bet. Vine and Race, Cincinnati.

†mr3

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES.
Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

May 5-tf

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
Successors to Harkness, Moore & Co.

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WANTED!

1,200 Men and 60 Masons,

UPON THE

COVINGTON AND OHIO RAILROAD,

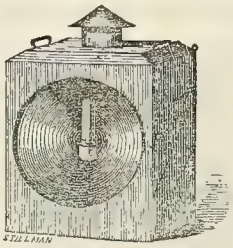
Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

GUYANDOTTE, VA.

o6-tf

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
9 and 11 West Second St., Cincinnati

†mr24]

WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield, Massachusetts.

†oc20

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3. 140 and 142 Main street.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

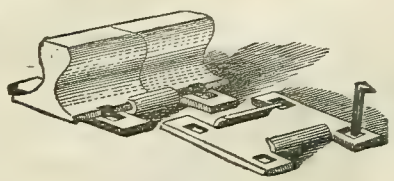
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish. Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

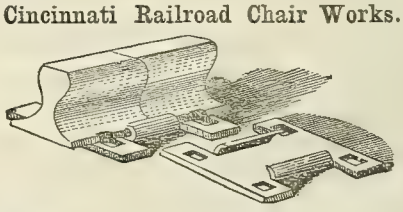
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gloucester Forges, for sale by
†mr 17 GEO. GARDNER & CO., Boston, Mass.

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL R. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

Cincinnati, Wilmington and Zanesville Railroad,

OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington, Circleville and Lancaster, connecting with the morning train from, and the evening train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
dec2 2†

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Office of the *Cincinnati, Harrison and Indianapolis Straight Line, and Cincinnati, Indianapolis and Chicago Railroad Companies,* in Cincinnati, until the 23d day of January next, for the Grading, Masonry, Bridging, and the entire construction of the road from the City of Cincinnati to the City of Indianapolis, via, the Whitewater Valley.

Plans and Specifications will be ready for inspection at the Office of the Egineer, (West Third st. Cincinnati, on and after the second day of January next.

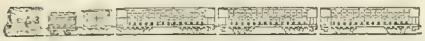
Any further information can be obtained by applying to E. M. Gregory, Cincinnati, John Wayne, Brookville Ia., or J. W. Taber, Miamitown O.

E. M. GREGORY, President.
PHINEHAS POMERY, Chief Engineer.
J. W. TABER, } Secretaries.
JOHN WAYNE, }
dec8-tt

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit..... 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo..... 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy..... 2 50
Do do Dayton..... 1 50
Do do Richmond..... 1 00
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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AGENTS.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 47. CINCINNATI, THURSDAY, JANUARY 19, 1854. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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☞ For Railroad Advertisements see last two pages

More Consolidation.—The consolidation of the Ohio and Pennsylvania Railroad with the Ohio and Indiana and Fort Wayne and Chicago Railways into one corporation, to be called the Pittsburgh, Fort Wayne and Chicago Railroad Company, is suggested by many of the leading stockholders of those lines. The subject will be brought before the stockholders of those Boards in due time. The effect of this consolidation will be to make one line of railway from Pittsburg to Chicago, a distance of 470 miles, under one management and control.

THE DIRECT LINES BETWEEN THE GREAT CITIES; THROUGH PASSENGERS—EFFECT OF GRADES.

We shall make a few discursive remarks, on some of the points contended for, by competing lines, between New York and the West, in order to correct, if possible, some errors we frequently see in the calculations of new companies.

1. The Direct Line to New York. We see it stated of several roads, that each is the "*through* line." Now, there is a fallacy in the fundamental idea here, that a railroad route from 500 to 1000 miles long is to be maintained, or made profitable, by being a *through* line. No railroad receives its profits from that source, unless it is a short one, such as from Washington to Baltimore, or from Providence to Boston.

In our last number it was stated, that of 1,154,000 passengers carried by the Erie Railroad, only 78,000, or *one-sixteenth part* were *through* passengers! The same thing is substantially true of the New York Central Railroad; so that in reality, of the whole passenger movement, on the New York railroads leading west, not over *one-tenth*, nor so much, go *through*. On the Baltimore Railroad, of 208,000 passengers, but 2,318 went *through*, or only 1 in 100!

On the Pennsylvania Central Railroad, of 320,000 passengers carried in 1851, not over 30,000 went *through*. Taking this data to estimate, by it follows that of three millions of passengers, on the great routes between the East and the West, not over *two hundred thousand passed through*. Now, there will be across Ohio, at least six great through lines to the East. Supposiag the *through* passengers to increase at the rate of 10 per cent. per annum, then in 1858 (5 years) there will be 300,000 passengers carried per annum, from New York, or Philadelphia, to and from the central West. This may be a minimum, but it is quite certain that 50,000 *through* passengers per annum is quite as much as any one of these *through* lines can calculate upon and possibly more. But it is also quite certain that a line of railroads across Ohio, which has cost $5,000,000 is not to be maintained by such a through traffic. The idea of building railroads for through traffic only is delusive. The great support of railways everywhere is the business which *they command and make for themselves.*

We grant, however, that 50,000 through passengers is a very desirable item in the business of a railway. This being so, we next inquire *where* is the *direct line* to New York? All these great routes claim that for some reason they are the "Simon Pures," the only great routes. No railway is ever made on an *air-line*, but an air-line is a standard, by which we can determine how near actual lines come to a direct one.

Which is, then, the air-line from Cincinnati to New York? The straight line from New York to Cincinnati, crosses the Delaware river at Easton (Pa.,) the Susquehanna near Harrisburg, the Monongahela at the mouth of Drunkards creek, near the southern line of Pennsylvania, the Ohio river thirty miles below Wheeling, the Muskingum ten miles above Marietta, and the Scioto just above Chilicothe.

Now, to the *practical* line. From New York to Harrisburg there are railways made or making through Easton on the air-line. From Harrisburg west, the direct line can not be pursued; but the mountains must be passed by the valleys of the Susquehanna, and the Juniata, and that ground is occupied by the Pennsylvania Central Railroad. The *deflection* west to reach the air-line *should* be made at Johnstoown; but practically will be made at Greensburg, thence to Wheeling. At Wheeling the practical line is still north of the true one, and thence the route to Cincinnati may be either by Zanesville and Circleville; or by Marietta and Chilicothe.

Now we do not say, or know, that this route will be practically adopted, as a continuous whole to New York, but would say, it is the nearest practicable to a direct line.

2. *Gauge.* Great stress is laid by some persons on the *broad* gauge. Now we should prefer the broad gauge, but we take it the advantage is simply in the greater power obtained for large trains, and not, as a matter of velocity or accommodation. To passengers it matters not what the gauge is provided the cars are broad enough for the seats. The Erie Railroad has a broad gauge, but we do not see that it gives them any more passengers to the West.

3. *Grades.* Many persons lay great stress on the fact that their road has a 20 feet *maxi-*

mum grade, and another road has 60 feet maximum. But what is this worth *practically?* The truth is, that on a railway of occasional 60 feet grade, an express passenger train *can be be run faster than any train is run in America.* This is proved by the English railways. In competition, therefore, for passengers, the difference between 20 feet and 60 feet *maximum* grades, is a matter of no practical consequence. If the grade were from 100 to 150 feet maximum it would be another thing. Trains can not be run over such grades safely, at such velocities.

In reference to freight, also, it is of less consequence than is supposed, when the difference of grade is not very great. It must be remembered that the larger part of the freight is always *local.* This kind of freight can not take another route, and hence railway companies can, and do charge for it *in proportion to the cost.*

We have made these remarks, not by way of indicating any special route, but to show that many of the reasons given for assuming the superiority of some lines over others are utterly fallacious. Practically, it will depend at last on the *management* of competing lines, which comes out the best. A railway is a complicated machine, and it requires great skill, care, integrity, and judgment to manage it well.

We hear of a great many persons killed on railways, and great loss by railway accidents; but there *are* some railways in the country where no passenger has been killed, and where no very serious damage has occurred. What is possible for one, is *possible for all.* Hence it is clear that the great dangers and losses by railways may be entirely avoided; and this depends on good management, and so do the profits of the work.

THE EXPORT OF BREADSTUFFS.

The *United States Economist* gives the export of breadstuffs from New York, in 1846–7, and 1853–4, and the result is rather surprising, viz: that we have exported much more now, and the price is higher also—

Flour exportrd from New York from 1st August 1846 to the 31st December, 1847, 676,503 bbls. Do do 1853–4, 1,223,539 bbls. Do do wheat 1846–7, 1,053,088 bushels. Do do 1853–4, 6,486,365 busheis.

It seems that the amount of flour exported is *double*, and of wheat *six-fold.* The price of flour in December 1846 was $5,62 per barrel, and in December 1853 it was $7,60. This proves that there is a positive scarcity of breadstuffs in Europe, without which, this export could not be made, at so high a price. The demand is not likely to diminish before the next crop comes, and will not then, unless that crop promises to be very abundant. The price will of course keep up.

THE ERIE RIOTS

AND THE PHILADELPHIA NORTH AMERICAN.

The universal condemnation of the course of the civil authorities and the press, generally, of Pennsylvania, in the Erie matter, has called forth a response from the Philadelphia *North American*, which does not display the usual tact and acuteness of the editors of that journal. We are free to admit, however, that considering the *cause it advocates*, the course pursued in the response—that is, in "carrying the war into Africa," attacking its opponents rather than defending its friends—was a very judicious one. It abounds in special pleadings; disclaims any desire on the part of Philadelphia to take advantage of these difficulties, in the way of trade; attacks the Erie and North East Road Company, as being altogether in fault, driving the citizens of Erie to desperation; recommends law and order to others, but *says not one word in condemnation of that lawless mob at Erie.* It is very careful not to do that, but rather attacks the proceedings of the various meetings of citizens of the cities of the West, convened to enter protests against such lawless violence, and abuses the Board of Trade of the city of Cleveland without stint.

We should have much preferred to have seen a manly condemnation of the *course* of the Erians, though that paper might still have felt that they were the injured parties. For the sake of argument, grant that they were injured by the acts of the Erie and North East Company. What then? Does a course of lawlessness, riot and bloodshed assist them in redressing their injuries? Does the treating of the mandates of the highest Courts in the land with contempt, evince any feeling of security, on their part, as to the justness of their claim for redress? Why not rather advise and urge them to the exercise of that "calmness and moderation, that patience" whit which, according to the *North American*, Philadelphia submitted to the wrongs inflicted on that city by the opening of the Lake Shore Road? Are not the laws of their own State, sufficient to right the wrongs inflicted by a foreign corporation? We think so, and feel assured that any injury done to Erie or Erians would have been promptly redressed But they were not injured; the Erie and North East Company *did not* overstep their rights and privileges, nor the law. Nothing was at the bottom of all this difficulty save commercial rivalry, petty, ungenerous and unworthy spirit of rivalry, the same that animated the writer of that article in the *North American* while penning it, and the following from an earlier issue of that paper headed, "OUR WESTERN CONNECTIONS," and which reads as follows:

"It is an ill wind," as the proverb hath it, "that blows nobody good"; and though we arenever disposed to take comfort to ourselves from the misfortunes of others, yet we may justly make the most of those accidental advantages which an adversity elsewhere sometimes throws in our way. It happens just now, that the obstruction of navigation in the Ohio river, at and below Wheeling, cuts off the connection of the Baltimore and Ohio Railroad with the West, except by stages from Wheeling, and that the troubles on the Lake Shore road, at Erie, Pennsylvania, interrupt, for the present, at least, public transit over that route.

And the following from the Philadelphia *Sun:*

We have perfect charter to deal as we choose with insolence, and the will and the power to curb New York in its high handed efforts to usurp the entire trade of the West.

But we are glad to perceive that the citizens of that State are coming to their senses. Their facile Governor has made a summerset in his opinions, and now recommends the Erians to permit, and assist in, the laying of the narrow gauge track; but as a salvo for this concession, on their part, advises that a *per capita* of fifty cents be collected from every traveler passing across that little neck of land; a reccommendation evidently worthy of its source. The high Courts of the State, too' have become aroused, and, determined to support their dignity, have sent a Marshal, abundantly supported by force, if need be, to see that their behests are complied with. Mayor King, "damned to eternal infamy" by his recent course, and the no less notorious Lowry, have been checkmated, and we may soon look for the relaying of the track of the narrow gauge, and the resumption of travel over that route, though the matter, we trust, will not end here. We earnestly hope that every passenger over that route will supply himself or herself with all necessary edibles, to render the purchase of even a "pea nut" at Erie, hereafter, unnecessary. Thus fully demonstrating to the whole United States that any attempt *to coerce* trade and travel, to or from any route or city, will meet with its merited rebuke.

Since the above was in type, we learn the following additional particulars: On Friday, 13th, Mayor King and Lowry were sent to Pittsburg under arrest. Soon after their departure, advice, purporting to come from the counsel of Erie, at Harrisburg, directed the arrest of the U. S. Marshal and his two Deputies. *They were consequently arrested and thrown into jail*, whence they were released on bail of $5,000 each. Mr. Frost has gone to Washington city to report to headquarters. The track laying was stopped by order of the Sheriff of Erie, but that portion relaid has not yet been disturbed.

Truly things have come to a very pretty pass, when the mandates of the highest Court of the Union are thus trifled with, and its officers imprisoned while in the discharge of their duties; and this, too, by a "law and order loving community."

RAILROAD EARNINGS:

WESTERN RAILROADS AS AN INVESTMENT.

The railroad interest has become of paramount importance in the United States, second to none other now occupying the attention of capitalists and business men.

In one of our former issues we spoke of Railroads as a means of wealth to a country; of their necessity as affording means of transportation, by which produce is made almost as valuable at home, in the hands of the producer, as if in the hands of the distant merchant; while, if the same produce had to be transported by wagons, it would scarcely be worth the hauling. We will now speak of railroads as an investment; especially Western roads.

From the recent census returns we gather that the estimated value of railroads then in operation was $451,644,000, which amount has since greatly augmented, and is daily increasing by new undertakings. This would seem to be a large amount to be invested in a single class of property. There are those who think that we are making too many railroads, that the country is running too deeply in debt on "railroad account;" with such opinions we do not coincide; there may be, and doubtless are, some roads, the routes of which will come into competition with some others already established. and as yet perfectly competent to transact all the business of their several sections; the construction of such lines may be premature; but the country at large will be benefitted even then, though the stockholders may suffer; but of *main lines, trunk lines* between important places we cannot have too many. Railroads have come to be the only reliable means of intercommunication; and while railroads serve to create new and increase the old business of the country, so this increase of business equally tends to increase, or render necessary an increase of railroads, for it is a curious fact that in no other country in the world does an equal amount of labor, produce the same quantity of freight for railroad transportation; nor does the East in that respect, at all compare with the West. The great bulk of articles transported upon our roads is grain, cotton, tobacco, pork, coal, iron, live stock, &c., &c., while the more delicate and finer fabrics are scarcely manufactured at all in our midst; and in very many instances, cotton and tobacco especially, this bulk freight is of necessity compelled to a lengthy transportation in search of a market. Thus, as we have before remarked, the building of one trunk line, entails the necessity of other main lines as well as of branches innumerable, to accommodate the rapidly extending transportation business of the country.

As facts and figures present unanswerable arguments, we shall call them to our aid in demonstrating that, not only are railroads necessary, but that, as a class, they are the best and most uniformly dividend-paying investment that can be made.

The *facts* and *figures* which we propose to adduce, are the length, cost and earnings of some twenty of our railroads, Eastern and Western, selected at hazard. The earnings are for the months of October, in 1852, and 1853, being the latest month of '53 of which we have anything like a full report.—Thus, while judging of the past from these evidences, we may readily form opinions of the future, which cannot but approximate, if it do not exactly hit the truth.

The Roads selected are as follows:

EASTERN.

Names of Roads.	Length Miles.	Cost of Construction.	Earnings Oct. '52.	Earnings Oct. '53.	Increase
New York Central	504	$24,970,424	$416,541	$555,945	$139,404
New York and Erie	464	31,301,806	376,838	552,995	176,157
Hudson River	144	10,527,654	104,309	153,258	48,949
Harlem	130	6,102,935	70,463	90,008	19,545
Norwich and Worcester	45	1,321,944	24,886	31,867	6,891
New York and New Haven	61	4,978,487	64,524	93,252	28,728
Hartford and New Haven	62	3,472,000	49,503	74,613	25,110
Stonington, Ct	65	1,900,000	19,995	32,275	12,280
Baltimore and Ohio	379	21,192,307	198,000	290,168	92,168
Pennsylvania Central	250	13,600,000	144,094	245,058	100,964
Totals, Eastern Roads	2,104	119,367,557	1,469,153	2,119,439	650,286
WESTERN.					
Michigan Southern and Northern Indiana	315	6,430,246	134,747	220,804	86,057
Michigan Central	282	8,614,193	164,183	200.163	45,980
Ohio and Pennsylvania, (new,)	187	5,200,700	41,741	84,039	42,298
Mad River and Lake Erie	167	1.860,500	54,190	75,048	20,858
Cincinnati, Hamilton and Dayton	60	2,600,000	30,001	38,085	8,084
Cleveland and Pittsburgh	100	2,963,750	37,313	44,323	7,010
Cleveland, Columbus and Cincinnati	135	3,655,000	95,991	113,971	17,980
Little Miami	84	2,650,000	85,202	90,070	4,868
Galena and Chicago Union, (new)	92	2,432,361	58,712	99,347	40,635
Lexington and Frankfort	29	591,313	7,008	10,604	3,596
Totals, Western Roads	1,451	36,998,063	709,088	976,454	267,366
Totals of Eastern and Western Roads	3,555	156,365,620	2,178,241	3,095,893	917,652

From this table we deduce the following elements, viz:

The 20 roads named, cost an average of $43,-985 per mile,

The ten Eastern roads cost an average of $56,733 per mile.

The ten Western roads cost an average of $25,498 per mile.

The ten Eastern roads, earned in October, 1852, 1.02 per cent of their cost, or at the rate of 12.24 per cent. per annum.

While in 1853, in the same month, these same roads earned 1.08 per cent of their cost, or 12.96 per cent. per annum.

The ten Western roads earned in October, 1852, 1.77 per cent. of their cost or at the rate of 21.24 per cent. per annum, and in 1853, in the same month, their receipts were 2.37 per cent of their cost. or 28.44 per cent. per annum.

The *increase* upon the ten Eastern roads has been at the rate of ¾ of 1 per cent. for the month, or 9 per cent. per annum; while upon the ten Western roads, the increase of the month has been at the rate of 7.20 per cent. or 86.40 per cent. per annum; from which we gather that while the receipts upon the Eastern roads have increased at the rate of about 10 per cent. for the last year, those upon our Western roads *have increased at the rate of nearly* 100 *per cent.*

Great as this increase may seem, we are satisfied that it is only a commencement of the immense business to be done by means of railroads; and if we are questioned as to where this business is to be found, whence it it is to come? we reply the railroads will create it for themselves. We have not space at this time to elaborate our views and ideas, and so refer our readers to the several articles upon this branch of the subject which have already appeared in our columns from the pen of our Senior, while we proceed with our subject of the Western Railroads as an investment.

We have now shown the gross earnings of Western roads for the year 1852, to have been at the rate of 21.24 per cent. of their cost. If from this we deduct running expenses &c., at the rate of 50 per cent., a large allowance under any circumstances, we have the net annual earnings at the rate of 10.62 per cent. and this while several of the roads were incomplete; but in 1853 the rate was 28.44 per cent. gross, or 14.22 per cent. net; and all this while the railroad system is yet in its infancy. Had we been able to have collected the earnings of these same roads for the month of December, instead of October, the result would have been much more surprising.

But as it is, it is sufficient for our purpose, and we feel that the facts and figures fully bear us out in our assertion, that few or no undertakings present a better prospect for profitable and certain investment than Western railroads, as a class.

Communications.

THE GREAT AMERICAN RAILWAY.

We once more welcome our peripatetic correspondent to our columns. He speaks upon a subject of interest to every citizen of the Union—"The Great Pacific Railroad."

For the Railroad Record.

"I desire to see this work commenced upon a plan which will not be a thing of by-gone days, before it is half done."

This is the language of expanded thought' and I trust it will find an answering note in the great American heart. It is a new landmark set up in the highway of the future; a provident forethought of coming events.

The time for philosophizing upon the *expediency* of this enterprise, has passed, and there now remain but two propositions to be considered—the *magnitude* and the *execution*. What I have to offer at this time applies to the former.

The outlines of a magnitude, that must of necessity enter largely into the construction of this work, may be clearly traced in a communication from the pen of A. P. Robinson, Civil Engineer, published in the Louisville *Journal* and recorded in the 42d and 43d No.'s of this Record. The above quotation is an extract from this article.

The magnitude of this enterprise does not belong to the past, but to the present; reaching far into the future, and to be in keeping with the expanded views of that future, it must rest upon the solid grandeur of a permanent reality, every way calculated to meet the demands of an age stamped with resolution.

Have we not already talked of the commerce of Europe crossing this Continent, to the Eastern shores of the Pacific? Will not the social and commercial exchange of enlightened nations, arouse the slumbering millions of the Old Continent to the realities of life? And will there not, through the intermingling of national blood, *rise* into being a nobler race, to swell the tide of human greatness?

Is not *science* upturning the buried wealth of ages? Overstepping the landmarks of centuries, into new fields of thought and finance, breathing a new life into the soul of *labor*, prime lever of commerce, mainspring of finance? Is not Christian principle radiating the power of its influence around the globe, uprooting the errors of the past, and sowing the good seed of truth? And is the present expansion of the Railroad system sufficient to meet the demands of these pent-up energies everywhere bursting into view?

Do not the commingling of nations, the revealment of earth's hidden treasures, the increasing products of her multiplied millions of acres, *stimulate* the *mental* and the *physical* of man, to a degree unheard of in the records of the past?

Do not all these, linked with the upheaving elements of mental and spiritual dominion, prophesy the beginning of a new epoch in human history?

What then, should be the magnitude of those prime arteries of communication that pour their endless tides of wealth and stirring life into the great central marts of a world's commerce?

In answer, we may learn a lesson of profit from the handi-works of God, and the adaptation of man in supplying his numerous wants.

Far up on the mountain side are the gushing springs, bubbling forth into sparkling rills; these united, a gentle stream; joined by tributaries, a flowing river; swelling into grandeur, accumulation of *many* waters, a highway of commerce, bearing upon its bosom the wealth of empires. At first, in a canoe, a raft, a flat-boat, a barge, a sail-craft, a steamer, expanding into the huge steam-ship; increasing in giant proportions, until the storms and tornadoes howl in vain.

But a new era is dawning; and man is called upon to carve out for himself a highway that shall rival in *utility* the grandeur of navigation. Go back into the nooks of the mountains and mark the beginning: Here a pack-horse communication is well; but necessity has compelled the hard hand of labor to hew down the forest, cross mountain wilds, and gorges deep, for a highway. Near the valleys, and the same rude hand has built turnpike, plank-road and canal communications.

But the arm of flesh is too weak to meet the demands of shifting trade—a swarming stirring life. The iron rail is laid—the iron horse is harnessed, and away in the pride of his strength. But the weight of his burden has multiplied a thousand fold; increasing until the fiery demon of power snuffs and snorts to the utmost capacity of his iron lungs—but in vain; his burden moves not, his *frame* is too weak, his *tread* is too light. Here the mother of invention speaks—"*Compound the gauge.* Of a trinity form an unity. For its center, the *broad* gauge—for *either* wing, its *rival* gauge—all tributaries to this *unity* in trinity. The whole complete, the *triple* gauge, compound, a double track."

Now harness your leviathan engine of a hundred tons, to your rolling palaces of courtly splendor, enlivened by the exchange of every tongue, and away with the speed of the hurricane. Dispatch in hot pursuit a *fleet* of engines, led perchance by a monster engine, each upon its appointed gauge, trailing to old ocean's chosen marts the commerce of every clime, swelling in magnitude until the solid ground trembles beneath its rolling tread.

The magnified grandeur of such a structure, bearing upon its adamantine arms the wealth, the science, the exchange of nations and of empires, might challenge the admiration of Heaven and Earth. *

For the Railroad Record.

CINCINNATI AND MICKINAW RAILROAD.

DEAR SIR:—I am happy to inform you that the prospects for the construction of the Cincinnati and Mickinaw Railroad are more than ordinarily flattering. Those most capable of appreciating the project, esteem it of great national importance, connecting as it does, the Northern and Southern extremes of our country, affording the mineral and lumber intererts of Michigan an outlet to any point. I have just succeded in securing the services of Robert McCabe, Esq., as a general agent, and recommend him to the courtisies of the friends of the enterprize.

WM. GUNCKEL,
President C. and M. Railroad.

CORRECTION.—In our 44th issue, in Mr. Stables' article upon "Railways in England," a very important error was made. The type make him say, in the last column on page 962, that the actual cost of locomotive power, on the English roads is as follows: Great Western, 12c per ton &c.; Junction, 26c per ton &c., all of which should read thus: ·12c, *decimal*, ·26c &c.

This will make quite a difference in estimates of cost, based upon this point.

RAILROAD POETRY.

The New-Year's Muse of the *Hillsborough Gazette* (a very respectable Muse) thus speaks of Hillsborough, and the Hillsborough Railroad:

"Our village, rising in its model pride;
Her forest groves, resplendent, at her side;
Those rich domains of landed wealth and powe.,
Brightning and teeming with each passing hour,
How shall the pen portray a scene so fair,
And the glories that are clustering there?
Expanding wide our commerce, see our train
Sweep prondly oe'r each rich and lovely plain,
Concentrating here each avenue they meet,
Aud lay their wealth profusely at our feet;
Then rise majestic Queen, to wealth and fame,
With all the glories which your builders claim—
Expand your wings, outstreteh your cords and stakes,
And cut the cordon of the Northern Lakes,
Press on direct, your iron horse's feet,
Till they the snorting eastern coursers meet,
And make that point at Belpre, on the way
To Baltimore, on fam'd Petapscot bay.
This is the nearest line and quickest route,
Which railroad men so sagely talk about,
And let me tell you that to Poet's eye,
It is the air-line, by which the Poets fly;
Nor yet in poetry its praise belongs—
Its triumphs shall command the people's songs,
And when completed, Highland shouts will tell
Who nobly triumphed—who ignobly fell!

DAYTON AND MICHIGAN RAILROAD.—This Company has a large force employed on the northern end of the route, between Perrysburg and Toledo. The whole line is now progressing finely.

TABLE OF COST, LENGTH, WORKING EXPENSES, &c., FOR SEVERAL RAILWAYS IN EUROPE AND AMERICA.

	Name of Railway,	Length in Miles.	Total Cost, including Equipment.	Equipment including work shops.	Working ex. pr. m. per train.	1st class passengers per mile.	Steepest grades ft. per mile.
BRITISH.	Birmingham and Gloucester	54	6,646,500	783,000	95	5¾	140
	Dundee and Newtyle	12½	850,000	190,000	71	3½	52
	Edinburg and Glasgow	37	6,000,000	600,000	85	4 1-5	126
	Grand Junction	83½	9,607,500	1,072,500	91	4¾	35
	Great Western	117½	22,540,800	2,300,000	92	5½	49½
	Lancaster and Preston	20½	2,260,000	320,000	78	6⅛	24
	Liverpool and Manchester	30¾	4,195,900	2,483,400	72	4½	55
	London and Birmingham	113	28,972,400	1,949,700	98	3	35
	Midland Counties	57¾	8,500,000	1,065,000	94	6	40
	New Castle and Carlisle	61¾	4,750,000	868,000	65	4½	56
	North Union	25	3,050,000	500,000	96	4¾	28
	North Western	47	4,898,000	905,300	97	5	52½
GERMAN.	Antwerp	23¼	$ 1,836,300				
	Brabant	70½	5,275,400				
	East Flanders	55¾	2,372,400				
	West "	52	2 557,400	$4,119,600	91c	4¾c	48
	Hainault	76¾	5,288,400				
	Liege	42½	7,849,300				
	Limbourgh	12¼	692,000				
	Namur	15½	1,146,300				
AMERICAN.	Albany and Schenectady, N. Y	17	1,698,300		74	3	
	Hudson River, "	75	5,003,700	307,800	79	2	20
	New York and Erie, "	445	23,750,000	1,700,000	62	2	65
	Syracuse and Utica, "	53	2,363,100	343,300	68	2 8-10	
	Georgia Central, Ga.	191	3,378,100		86	3	
	Worcester, Mass.	69	4,845,900		85	2½	
	Western, "	155	9,953,700		77	2⅝	
	Connecticut River, "	52	1,801,900		82	3	
	Boston and Maine, "	83	4,092,900		64	2½	
	Vermont and Massachusetts, "	77	3,451,600		75	2 9-10	
	Fall River, "	42	1,050,000		91	2½	
	Cin'ti, Ham. and Dayton, Ohio	60	2,600,000	309,178	40	2½	20
	Little Miami, "	84	2,650,000	465,800	77	2 4-10	40

For the Railroad Record.

MR. EDITOR:—Above I have given a table of length, cost, &c., of Railways in Europe and America. It will be perceived that the table is not quite complete in itself, inasmuch as the German Railways are under Government control, and they only report by the *whole;* still, undoubtedly they are correct. In the list of American Railways, I have been unable to obtain some of the items, as will be seen by the above table; and it may be necessary to mention that the cost of the New York and Erie Railroad, is a little doubtful, since there have been so many different accounts both by the public and by the company. However, it is confidently hoped that the above table is correct in all the departments treated upon.

Yours, very respectfully,
E. R. STABLES,
Civil Engineer.

Circleville, Ohio, Jan. 7th, 1854.

We are much indebted to Mr. Stables for the above valuable table, and hope he will continue his favors.

☞ We learn from Texas that the House of Representatives have passed the bill introduced into that body for the construction of the section of the Pacific railroad, which will have to pass through that State.

The bill appropriates twenty sections of land for every mile, and the company who agree to build the road are required to make a deposit with the Treasurer of the State of three hundred thousand dollars as a guarantee of their ability to perform the work.

The Pacific railroad bill passed the Senate of Texas previous to its passage by the House of Representatives, so it only requires the signature of the Governor to become a law.

PITTSBURGH & STEUBENVILLE RAILROAD ELECTION.—The stockholders of this road have elected the following named President and Board of Directors:

President, Robert Woods; Directors, Henry Graff, Thomas S. Clarke, Sam'l Livingston, Charles Naylor, Jesse Edgington, Isaac Jones, John A. Wilson, Thompson Bell, Thos. Steel, Joshua Rhodes, J. S. Dilworth A. Long,

DAYTON AND MICHIGAN RAILWAY.—At a meeting of the Board of Directors of this road, held at Troy last evening, we understand it was determined to construct the road through the town of Sidney. The contract was given to J. W. Carey, Esq., of Sidney, for preparing the road, for the superstructure. The Sidney subscription of $189,000 is to be transferred to Mr. Carey, which he is to receive for building the road, on giving his bonds in $300,000 for the completion of the work to Sidney in one year from the present time. Beyond Sidney, Carey is to meet Doolittle's contract, from the north. Carey builds fourteen miles of the road, commencing at the Bluffs above Piqua, and extending three and a half miles beyond Sidney.—*Dayton Empire.*

If our readers will refer to page 644, No. 41 of the *Record*, they will find a letter from Mr. Carey to the *Shelby Democrat*, containing his offer to the Company to build the road "from the Bluffs east of Piqua to a point four miles north of Sidney," which offer, it will be seen by the above extract, has been accepted. We hope that this vexed question of the route of this road is now settled, and that the road will be eompleted without further delay.

JANUARY INCOME RECEIPTS.

The extension of our public works, trade, and manufactures, undoubtedly creates a constantly increasing demand for money. But, so also, profitable investments constantly increase. For example—we record here such of the January dividends on increase, as come to hand:

In Boston, paid out chiefly by railroad,	$3,021,440
In New York, including government interest	7,000,000
In Philadelphia, Baltimore, &c., say,	3,000,000
In New Orleans and the South	2,000,000
Probable aggregate	$15,021,440

This is semi-annual income; doubling it gives thirty millions of income, or 6 *per cent on five hundred millions of dollars.* A large part o this sum, held by capitalists will be re-invested, so that we have every year an accumulation of capital from our own investments.

RAILROAD GRANTS:—We perceive by the following, that our Senators are earliest in the field with applications for donations of land to aid in the construction of our great railroad enterprises:

NOTICES OF BILLS.—Mr. Slidell gave notice of his intention to introduce a bill granting to the State of Louisiana the right of way and a donation of public land for the purpose of locating and constructing a railroad from Shreveport to the Mississippi river, in said State.

Also, a bill, granting to the State of Louisiana, the right of way and a donation of public land for the purpose of locating and constructing a railroad from Algiers, on the Mississippi river, to Sabine river in said State.

Mr. Benjamin gave notice that he would ask leave to introduce an act granting to the State of Louisiana, the right of way and a donation of public land for the purpose of constructing a railroad from New Orleans to the state line of Mississippi, in the direction of the town of Jackson.

Mr. Johnson gave notice of his intention to introduce a bill to grant to the State of Arkansas, Louisiana and Missouri the right of way and alternate sections of the public lands to aid in the construction of a railroad from Shreveport, in Louisiana, *via* Washington, Fort Smith and Van Buren, in Arkansas, and by Springfield and Independence, to St. Joseph, in Missouri.—*N. O. Daily Delta,*

FRANKLIN & WARREN BROAD GAUGE RAILROAD.—From the Dayton *Gazette* we learn the following particulars of this road: Between Ravenna and Akron upwards of 14 miles have been graded, and a considerable portion in Summit county. Between Ashland and Mansfield, a large amount of work has been done; also near Marion, and on either side of Urbana, with a mile and a half of grading near Dayton, three-fourths of a mile of which is embankment. Work is about to commence on the "deep cut" near Springfield, with a large force of hands. At Dayton 2700 feet by 185 of ground bave been secured near the Union Depot, for a depot of this road. Upon the whole the road is progressing rapidly, under the energetic direction of M. Kent, Esq., President.

PRESENTATION.

The employees of the Baltimore and Ohio Railroad Company, to the number of 800, presented to Wm. Parker, Esq., late Superintendent of that road, an exquisitely wrought solid silver tea-service, and a valuable gold watch ; the first costing $1,000, and the latter $225.

The presentation was made at Barnum's Hotel, Cumberland, by J. B. Ford, Esq., agent of the Company at Wheeling, on behalf of the employees, in a neat and appropriate address, to which the recipient responded in a very feeling manner.

At the conclusion of this portion of the ceremony, Mr. Done, Master of Transportation of the Road, on behalf of the men attached to the ballast trains, Nos. 1 and 2, presented Mr. Parker with a gold headed cane and a gold pen and pencil, in a very pertinent speech, in the course of which he remarked, that although their gift was less splendid than those just received, it should be none the less acceptable, inasmuch as it was prompted by as pure an impulse as that actuating the donors of the more costly present. Mr. Parker replied in a very feeling manner to this unexpected manifestation of good will, and the company dispersed.

Mr. Parker was for five years or more, Superintendent upon the Baltimore and Ohio road, at a time, too, when the duties of that station could not but be arduous and responsible. This manifestation of esteem and good will on the part of those who were his subordinates, cannot but be highly gratifying.

Mr. Parker is now Superintendent of the Boston and Lowell Road, and has shown his energy and fitness for the place he occupies —his being the only road, the cars of which made their way into Boston during the great snow storm, on Thursday and Friday, Dec. 29, 30, ult.

Chicago & Mississippi Railroad.—The failure of Mr. H. Dwight, in lieu of stopping the construction of this road, will but hasten its completion, some influential parties in this city having taken hold of the enterprise and furnished the means necessary to carry it through.

Edwin C. Litchfield, Esq., the well-known and energetic head of so many railroads, will have the future control of this line.

The following gentlemen have been elected Directors : George Bliss, Springfield, Mass. ; Henry Hotchkiss, New Haven ; and Charles Gould, Edwin C. Litchfield, and John Cleveland, New York. The Hon. George Bliss was elected President of the Company. The work will be pushed with vigor until this important connection between the Mississippi and the Lake is completed. There are no more energetic railroad men in the country than those who have taken hold of this enterprise, and this remark applies especially to Mr. Litchfield. In building the Southern Michigan and Northern Indiana Road he surmounted obstacles which would have deterred most men from proceeding.—*Mercantile Journal.*

☞ We clip the following from the Milwaukee *News :*

WISCONSIN RAILROAD ITEMS.

We are informed that the road from Manitowoc to Menosha has deen put under contract to an Eastern Capitalist—Mr. Philips, of Buffalo—at $23,000 per mile—the work to be commenced immediately.

It is said that the engineers of the Horicon road are surveying to Stevens' Point. They have made application to unite with the La Crosse road at Horicon, passing over the same track from Horicon to Milwaukee.

We learn that a party of surveyors, under Charles Temple, Esq., who is the Chief Engineer of the Mineral Point Railroad, are now surveying the country between the Valley of the Pekatonica river, in the vicinity of Burlington, to the Milwaukee and Mississippi railroad where it crosses the Rock River, passing through Montecillo, Albany and Fulton, in which town the intersection is proposed to be made. The object in view is to connect the Mineral Point road with the Milwaukee and Mississippi. The distance is 55 or sixty miles. This route is said to be the shortest between Milwaukee and the Mississippi river, being about 150 miles. Mr. Temple represents the route thus far to be in all respects feasible and the cost of construction comparatively small. From the Pekatonica Valley to the Mississippi, passing up a branch of the Pekatonica and down to the Misssisippi, in the valley of the Little Platte, Mr. Temple represents the route to be easier than any other. We have heard a competent engineer state that the valley from Fulton, 40 miles west, is of the finest character for a railroad of anything in this State, except the Wisconsin Valley.

Terre-Haute & Alton Railroad, Ill.—We are pleased to learn that this road is being vigorously urged to completion. Some six or seven miles are already laid with iron, eastwardly from Alton ; and could the iron be had at once, much of the graded portion could be laid at once. The low stage of the Illinois river prevents the arrival of the iron, which was shipped via Chicago and the Illinois canal and river. The road is graded to Hillsboro', and is being worked throughout every section.

Great Western, Canada Railroad.—From our exchanges we learn that this road was to have been opened through to Detroit on the 13th inst.

If this be the case, that Company will have fairly won the bonus of $200,000 offered it by the Michigan Central Company, provided the road was completed by the 15th of January 1854, (see Railroad Record, page 307).

This opens a new and direct line from Buffalo to Detroit, through Canada.

The Parkersburg, Va., Railroad Junction.—"Grafton" is the name determined upon for the place where the Parkersburg Railroad will diverge from the Baltimore and Ohio Railroad. It is upon Valley river, at the mouth of Three Forks, about three miles east of Fetterman. Quite a town is springing up there.

Indiana Central Railway.—At the annual election of this Company, held at Centerville on the 3d inst., the stockholders generally voted for reducing the number of Directors to eight. The following gentlemen, receiving the highest number of votes, were elected for the ensuing year :

John S. Newman, Samuel Hanna, David Commons, Caleb B. Jackson, of Centerville ; Solomon Meredith, William Petty, of Cambridge City ; William Butler, Dublin ; Chas. Parry, Indianapolis.

The new Board organized by electing John S. Newman, President; Samuel Hanna, Treasurer ; John M. Commons, Secretary.

The President has prepared a report to the stockholders, which will be printed in a few days, showing the financial condition of the company, and prospects of the road, which will be very satisfactory to all those interested in the success of this great enterprise.

Cleveland, Columbus and Cincinnati Railroad.—The annual election of the stock holders of this road was held at Cleveland on the 11th inst. Annexed is a list of the officers for the ensuing year :

President, H. B. Payne ; Secretary, M. J. Williamson ; Treasurer, T. P. Handy ; Directors, H. B. Payne, J. Gillett, Leonard Case, R. Hillard, A. Stone, Jr., Stillman Witt, Cleveland ; J. M. Woolsey, New Haven ; Hosea Williams, Delaware ; Alfred Kelley, John Miller, Columbus ; M. T. Prosser, Albany.

Chicago and Milwaukie Railroad.—The stockholders of this company held a meeting, at their office in Chicago, last week, for the election of a board of Directors. The following gentlemen were chosen:

W. S. Gurnee, H. G. Loomis, E. S. Wadsworth, N. B. Judd, H. A. Tucker, E. K. Rogers, Chicago; D. O. Dickinson, Waukegan; E. G. Howe, Hartford, Ct.; Joel Rathbone, Albany, N. Y.

At a subsequent meeting of the Directors the following gentlemen were chosen officers for the ensuing year :

W. S. Gurnee, President; A. S. Downs, Secretary; H. A. Tucker, Treasurer; H. W. Blodgett, Attorney.

Terre-Haute and Richmond Railroad Company Election.—The following gentlemen were elected Directors of this road on the 2d inst :

C. Rose, S. Crawford, A. McGregor, D. Demming, C. Warren, John Crawford, and W. D. Griswold of Terre-Haute, E. J. Peck, Indianapolis, and W. H. Thornburgh, Greencastle.

Nashville and Chattanooga Railroad.—The draw of the bridge over the Tennessee river, spoken of in one of our recent issues, has been completed, and the communication between Nashville and Charleston, by rail is now unbroken.

MAIL TRANSPORTATION OVER RAILROADS.

In a recent issue we gave a short article on this subject; in the Baltimore *Sun*, of the 6th inst., we find the following communication, taking exceptions to the Postmaster General's remarks upon this matter, in his report. The communication says:

"In the report of the Postmaster General, a statement is made comparing the cost of mail transportation by the several modes in which that service is effected. The comparison goes no further than to show that railroad carriage costs more than that by steamboat, stage, or any other conveyance. Neither the element of size and weight of mails, or that of speed, or that of the frequency with which the service is performed per day, is taken into the comparisou. This presents a view of the matter entirely unfair, as is proved by the following facts:

"On the Baltimore and Washington railroad, the mail is carried four times a day in each direction, except Sunday, when there are two daily mails each way. Three of these mails during the week, and both those on Sunday, are carried in cars furnished for that purpose, and in which nothing else is permitted to be conveyed: and the weight of mails is often from six to ten tons.

"The number of trips made by the *mail car* on this road is, therefore, two thousand and sixty-six. For this service the compensation paid is $300 per mile, or $12,000 per annum, the road being forty miles in length, (excluding from the calculation entireiy the fourth mail, which is carried in the baggage car, and and without an agent in charge). The am't received by the Company for each trip of the mail car is $5,75. The messenger or agent in charge is carried free.

"The bricks furnished in Baltimore for the Capitol extension are taken to Washington for $2 a thousand—about 80 cents per ton at this rate—admitted to be exceedingly low. A car load pays the Company $8,00 or $2,25 more than is paid for carrying the United States' mail. The mail trains run at the rate of 30 miles an hour, the brick trains at the rate of 12. This comparison assumes that the fourth mail is carried *free*. If that be taken into the calculation, the price per trip is $4,42, a sum which does not cover the actual cost of the service. When the sweeping assertion is made that railroad companies have extortionate prices for the conveyance of the mails, it would be well to inquire into the state of the facts.

"Government charges three cents per half *ounce* for letters, and ——— per pound for printed matter. She pays less for the transportation of both than private citizens do for carrying bricks."

Susquehanna Railroad.—The contractors on this great improvement are pressing forward the work with unusual energy. The Harrisburgh *Union* says there are now about twenty-five hundred hands employed on the line, and will undoubtedly have a large portion of it graded, ready for the rails, the ensuing summer. The Williamsport and Elmira Railroad, which connects the Sunbury and Erie and Susquehanna Railroads with the New York and Erie Railroad, at Elmira, is now also progressing rapidly towards completion.

Cincinnati, Hamilton & Dayton Railroad.—We learn that arrangements will be completed this week whereby passengers may take the cars at the Cincinnati Hamilton and Dayton Railway Depot, in this city, and passing through Dayton and Springfield to Patterson on the Mad River road, take the Ohio and Indiana track, running through Upper Sandusky and Bucyrus to Crestline, pass over the Pennsylvania and Ohio road to Pittsburgh same day without changing baggage.

☞The Scioto and Hocking Valley Railroad was completed from Portsmouth on the Ohio river to Jackson, a distance of 46 miles, in August last, at a cost of about $750,000. The receipts are about $7,000 per month with only two locomotives of small power, equal to 7 per cent. on the cost of this part of the road. The receipts for the month of December will be about $10,000. The Company have contracted for several new locomotives and necessary cars. There is believed to be business enough on the line to yield 10,000 to 15,000 per month, had the Company the motive power necessary. The business of this road is increasing fast. This road when completed will extend from Portsmouth to Newark, 118 miles, where it connects with the railroads to Sandusky City, Cleveland, Pittsburgh and Wheeling. That part of the line lying north of Jackson to the line of the Marietta and Cincinnati Railroad will be completed early next year. The residue of the line to Newark is under contract for gradua tion and masonry, and much of it ready for the rails, and is expected to be in operation early in June next. This road traverses perhaps the greatest mineral region in the United States, and is of great importance to that part of Ohio. The Geologist of that State, in his official report says: "Coal in Jackson county and part of Scioto exists equal to 1,000,000 of tons per square mile, easily mined and of a superior quality." Iron ore of good quality exists in the same districts equal to 3,000,000 tons per square mile. Limestone exists in great abundance in that region.—*Sandusky Commercial Register.*

☞The New York *Tribune* of the 29th ult., states that a negotiation of considerable importance to the Erie and its connecting roads is now going on. It is an arrangement by which goods imported by the English steamers, and intended for Canada, will be forwarded to their destination over the Erie, the Chemung, the Canandaigua and Niagara Falls and Youngstown Roads. These goods have heretofore been forwarded over the roads connecting Boston with the West. The completion of the Erie gauge to Jersey City and the Youngstown road has caused this change. The goods will now be landed at Jersey City, and without intermediate handling will be unloaded alongside steamboat at Youngstown. This must become an important branch of traffic to this line of roads. The Youngstown road will be completed in about three weeks.

Evansville and Crawfordsville Railroad.—This road was opened between Evansville and Vincennes on the 14th of December, 1853. Cars are now running through daily.

Hoosac Tunnel.—At a meeting of the citizens of Springfield recently, to take measures to secure the chartering of a railroad from the Farmington Valley to Springfield, Ansel Phelps, jr., Esq., stated that the Western Railroad would make no opposition to the tunnel loan this year. Mr. Phelps is the attorney of the Western Railroad, who has heretofore opposed, before the Committee of the Legislature, the passage of the tunnel loan bill, and probably speaks "by authority." As the chief opposition to the tunnel loan has heretofore come from the Western Railroad, now that its hostility has been withdrawn it is probable the measure will pass the next Legislature.

Locomotive Manufactory at Dayton, O.—The Dayton *Gazette* informs us that a company has been organized in that city for the manufacture of locomotives, with a capital of $100,000. Messrs. E. Thresher & Co., Car Builders, H. Doolittle, Contractor, D. Beckel, Railroad President and Banker, and three other firms have taken stock to the amount of $10,000 each.

The location of the factory will be near Thresher & Co.'s Car shop, in proximity to railroad and canal facilities. Operations will commence in the spring.

The central location of Dayton is very favorable for the establishment of such works, which will probably do a large and remunerative business.

Railroad Election in Fulton, Ill.—Close Voting.—On the 27th ult. a second election was held in Fulton to decide upon authorizing a subscription to the capital stock of the Mississippi and Wabash, and the Springfield and Petersburgh Railroad Companies—seventy-five thousand dollars to each. The Fulton *Register*, of Thursday, gives the official returns, which show 2064 votes for the subscription, and 2061 against it—being a majority of only three in its favor. Almost too close for safety in such matters.

Lake Erie, Wabash & St. Louis Railroad.—We notice a call for the *seventh* installment (of 10 per cent) of the capital stock of this Company. The amount now called for is 55 per cent upon which legal rates of interest is allowed. This road follows the Wabash river from near Williamsport in the direction of Fort Wayne, and thence to Toledo, on Lake Erie.

Covington and Lexington Railroad.—We understand that R.M. Shoemaker, Esq., has resigned the Superintendent's office of this road; and will give his whole attention to contracts on roads in Ohio.

Mr. Shoemaker has been a hard-working, energetic officer, as the progress of that road while under his charge, clearly proves. His successor has not yet been appointed.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	93	94
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	93	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	84	86
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	86	90
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible	7	1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	60
Bellefontaine and Delaware	55	40	50
Bellefontaine and Indiana	50	90	92
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	105	107
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cin. Wilmington and Zanesville	100	80	87
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	86	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	60	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		100
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami	50	70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	60
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	66	68
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	80	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	70
Marion and Mississinawa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		99	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	78	80
Northern Indiana		116	118
Ohio Central	50	80	90
Ohio and Indiana		95	75
Ohio and Mississippi	50	87½	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		98	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	91	93

As we are desirous of making these tables as perfec and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121¼
Do	6	1868	122½	122¾
Do (int. ceases July 1).	5	1853	101¾	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	104	105

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	90	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R,R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g
On New York	Sight	¾	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	¼ to 1 ℘ ct.	discount.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct. off	
England		110½	112½

SPECIE.

GOLD.

California, ℘ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$178	$184
80 acre warrants	90	92
40 acre warrants	45	47

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, January 19, 1854.

THE SALES WERE AS FOLLOWS:

11	Shares Covington and Lexington R. R. stock, 4 months interest	$66 50
25	" do. do. R. R. new stock	65 00
20	" Mad River and Lake Erie R R	80 00
15	" Little Miami R. R.	110 00
15	" Eaton and Hamilton R. R.	57 00
30	" Mad River and Lake Erie R. R.	80 12½
10	" Little Miami R. R.	110 00
30	" Eaton and Hamilton R. R.	57 25
25	" Dayton and Western R. R.	74 00
27	" do do do.	74 87½
45	" Cincinnati, Hamilton and Dayton R.R.	105 00
15	" do. do. do	105 00
68	" Eaton and Hamilton R. R.	58 00
20	" Covington and Lexington R. R.	65 00
30	" do. do do.	65 75
35	" Mad River and Lake Erie R. R.	80 00
20	" Marietta and Cincinnati R. R.	60 00
80	" Pennsylvania and Indianapolis R. R., buyer 10 days	65 00
50	" Cincinnati Western	40 00
34	" Central Indiana	80 00
26	" Covington and Lexington Railroad	65 75
20	" Mad River and Lake Erie Railroad	80 00
34	" Little Miami Railroad	110 00

THE OFFERS WERE:

Covington and Lexington	65 50
Cleveland & Pittsburgh	84 50
Peru & Indianapolis	65 00
Cin., Wilmington and Zanesville	74 00
Eaton and Hamilton	57 00

MONETARY.

Money continues in very active demand, without any material change, however, in our previously quoted rates.

A heavy amount of dividends has been disbursed, but the relief which would otherwise have been experienced, has been seriously checked by the losses by recent disastrous fires and wrecks. The marine losses are estimated at upwards of $3,000,000, while the loss by fire has been nearly a million more.

Foreign Exchange is heavy, and rates at 109⅛@109⅜.

The tendency of the Stock Market is to a decline tho' the Earnings of the various Railroad Companies show a heavy gain on last year. The following sales of Stocks were made by A. H. Nicolay, on the 9th inst. :

$11,000	Mich. South. R. R. Jackson branch, first mort	80 50
9,000	do. 1863	84 00
9,000	Northern Indiana 7s 1863	84 00
4,000	Chicago and Rock Island R. R. Conv	96 00
50	shares Northern Ind. R. R.	117 50
100	" Third Avenue R. R.	86 25
7	" Australian Steamship Co	65 00
25	" N. J. Locomotive and Machine Co	80 00

The following were sold on the 12th, (for a report of which we are indebted to the politeness of Mr. I. O. Davis,)

4,000	Lyons, Iowa, Central R. R. first mortgage, 7 per cent. convert. Bonds, due in 1873	49 50
11,000	do. do. do	40 75
1,000	Mad River and Lake Erie R.R. 7 per cent. convert. Bonds, 1865	87 75
40	shares Third Avenue R. R. Stock	79 75
10	" do. do.	80 00

The following Stocks and Bonds were sold by S. Draper, on the 10th.

$1,000	Terre-Haute and Richmond R.R. 7 per cent Convertible Bonds	100 00
14,000	Mansfield and Sandusky R. R. 7 per cent Bonds, due 1880	81 00
32,000	Pennsylvania five per cent	95 00
5,000	Buffalo, Corning and New York 7 per ct. Convertible Bonds	76 25
5,000	Columbia, Piqua and Indiana R. R. first Mortgage Convertible 7 per cent. Bonds, due 1862	84 50
30,000	Great Western R. R. Company of Illinois first Mortgage 10 per cent Bonds due 1868	97 50
5,000	Vermont Valley R.R. 1st Mortgage 7 per cent Bonds, due 1860	61 00
45,000	Vermont Valley R.R. 1st Mortgage 7 per cent Bonds, due 1860	60 00
10,000	Saratoga and Washington R.R. 7 per cent Bonds	63 00
90,000	Saratoga and Washington R.R. 7 per cent Bonds	62 00
900	Shares Phenix Bank; New York par $20	110 00
330	Shares St. Mark's Fire Insurance Co.,	87 00

At the West, there is a tendency to improvement in monetary affairs; the operations of the last week have been much less stringent, though the demand is yet largely in advance of the supply. Bankers discount for their customers much more freely. Rates of interest range as at our last quotations. The difficulty of shipping freight to any point has had a serious effect upon commercial affairs, which has been removed, however, by the recent rise of the river, by which all the available tonnage will be called into active requisition to carry off the accumulated freight.

Transactions in the Stock Market have been light; the sales of Messrs. Hewson & Holmes will indicate the state of feeling.

Eastern Exchange advanced to ¾@1 per cent. premium, the former purchasing, and the latter selling rate.

We have gathered the following list of dividends of Banks, Railroads, &c., for the last six months, viz:

BANKS.

Bank of Kentucky, sem. an	5	per cent
" Louisiana, "	4½	"
" " extra,	2½	"
Louisville Gas Comp. "	5	"
South. Bank of Indiana, "	6	"
Ohio Life and Trust Co. "	4	"

RAILROADS.

Michigan Southern, semi an. With surplus of $225,000.	10	per cent
Michigan Central, semi an	8	"
Panama, "	3½	"
Hudson River, "	3¾	"
Norwich and Worcester "	3	"
New York Central "	6	"
Little Miami, " With surplus of $89,996.	5	"

Illinois Central, int. div. at rate of 7 per cent. per annum.

The New York *Courier* says that an analysis of a copious list of railroad bonds issued in this country, shows that the result of their liabilities for annual interest is as follows: Of seventy-six different kinds of railroad bonds, issued by fifty-two different companies, thirteen pay an annual interest of 6 per cent.; fifty-five pay 7 per cent.; seven pay 8 per cent., and one pays 10 per cent. The total amount of the bonds represented in this classification is $120,476,000. Even this does not show the entire amount of railroad bonds issued. We should add at least one-third in order to arrive at the actual sum outsanding making the aggregate one hundred and sixty millions of dollars.

SUBSCRIPTION OF THE SUNBURY & ERIE RAILROAD.—Both Councils of Philadelphia made the subscription of two million to the Sunbuy and Erie Railroad, on the 9th inst.

MONTGOMERY AND PENSACOLA RAILROAD.—We learn, from the *Pensacola Gazette*, that the survey of this line is completed, and the route is only 7 miles longer than an *air-line*, with no grade higher than 40 feet. Our readers will recollect that this is the southern end of the grand North and South line, from Pensacola to the Straits of Mackinaw. We confidently expect this whole line to be, in some respects, the most important line in the States.

☞The letting on the Evansville and Crawfordsville railroad, between Terre-Haute and Rockville, came off at the latter place a few days ago. The Parke county *Whig* says the contracts let are within the estimates of the engineer, and are deemed favorable. Contractors are required to begin the work on or before the 15th of January, and are to complete them on or before the 10th day of November, 1854. The bridges for little Raccoon and Big Raccoon were for the present reserved. The Superintendent stands ready to let the road, wholly or in part, from Rockville to Crawfordsville, at the earliest day which the local subscriptions of stock may justify.—*Putnam Banner*.

CHICAGO, STERLING & MISSISSIPPI RAILROAD ELECTION.—The Directors of this Company met the 31st December, 1853, and proceeded to the election of officers of the Board. The following gentlemen were elected, viz: Lewis Ellsworth, President; Aylmer Keith, Secretary; David Hess, Treasurer.

☞By a new law of Vermont all baggage masters and station agents on the railroads of the state are required to give checks to the owners of baggage, when delivered to their keeping for transportation, under a penalty of ten dollars for each neglect to do so.

Adbertisements.

Important for Railroads.

THE vulcanized India Rubber Break Springs, now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water siations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as paliable, in the COLDEST of weather, as they are in 150 ° Fahrenheit heat. Just received and for sale by

TYLER, DAVIDSON & CO.,
140 and 142 Main street.

South-Western Car Shops,
Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

jan. 19-1** W. CLOUGH.

REFER TO
JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

OFFICE OF THE AGENCY OF THE
Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12–tf

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED
BLANK BOOKS,
OF THE
First Qualities made to Order;
AND
STATIONERY
OF ALL KINDS SOLD LOW BY
MOORE, ANDERSON, WILSTACH & KEYS,
Corner of Main and Fourth Streets,
CINCINNATI. jan12-†

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

NEW BRICK MACHINE.
Now in Successful Operation in Baltimore.

IT is so simple that any common mind can learn to manage it in two or three days. You have merely to shovel clay into a box, and attach a horse to the sweep. The machine tempers the clay and molds the bricks in the most perfect manner, such as the most experienced hand can scarcely equal. When burned they are found to be stronger and more solid than those made in the usual way because the clay is worked stiffer under the pressure of the screw, than it is possible to mold by hand. For a machine driven by steam, the clay is taken direct from the bank and passed through a pulverizer, which removes the stone and prepares it for the soak pit. Supposing the clay at hand, nine men and three boys will mold 15000 bricks per hour. Price $500. A five mold machine worked by a horse, with four men and four boys, will mold 1000 bricks per hour. Price $300. A four mold with the same force, will mold 800 bricks per hour. Price $250. Obtained gold medals from the Maryland Institute, 1853; premium from the Maryland Agricultural Society 1853. For further particulars in a pamplet containing full instructions on Brick burning address.

FRANCIS H. SMITH.
dec-291* Baltimore.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

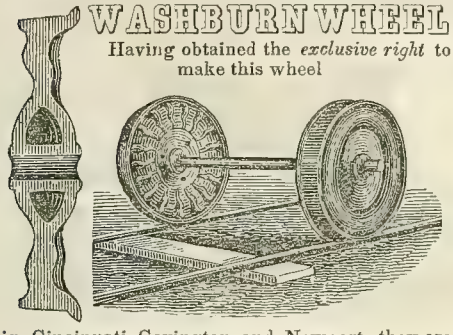
R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.
SHOEMAKER, LEVIS & CO.,
SUCCESSORS TO
MORRELL, SHOEMAKER & CO.
MANUFACTURERS OF
Boiler Iron, Railway Chairs & Spikes.
WORKS—Covington, Ky.
STORE, No. 64 EAST COLUMBIA St.
CINCINNATI, O.
January 5, 1854 jan.12-6*

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company

HAZARDVILLE, CONN.

H. G. HAZARD, President.
A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,
No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Mails,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,
W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,
IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,
THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

OFFICE OF THE OHIO AND MISSISSIPPI R. R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an instalment of five dollars per share has been called for due and payable at the office of the Company, No. 95 Fourth-street, on the fifteenth day o February, 1854, being the ninth instalment.

By order of the Board
ec22-tf H.H. GOODMAN, Secretary.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece. Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St.

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS,
No. 19 West Third Street,
CINCINNATI, O.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.,
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.



HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

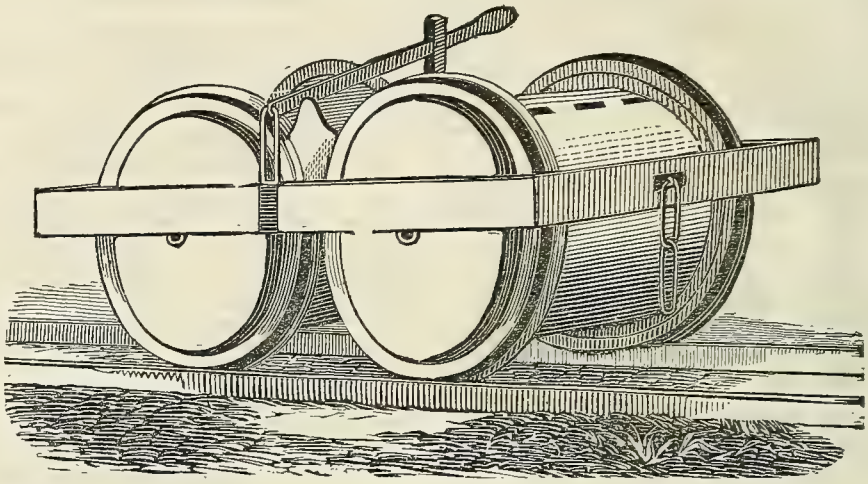
OFFICE DAYTON & CINCINNATI R. R. CO.
CINCINNATI, Dec. 9, 1853.

THE Stockholders of this Company are hereby notified that the Sixth instalment of 10 per cent. on the Capital Stock, is required to be paid on the 10th of January next.

By order of the Board.
dec.22 JOHN C. THORP, Sec'y

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



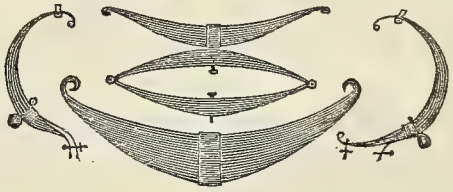
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15–3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY. Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

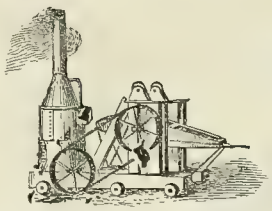
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

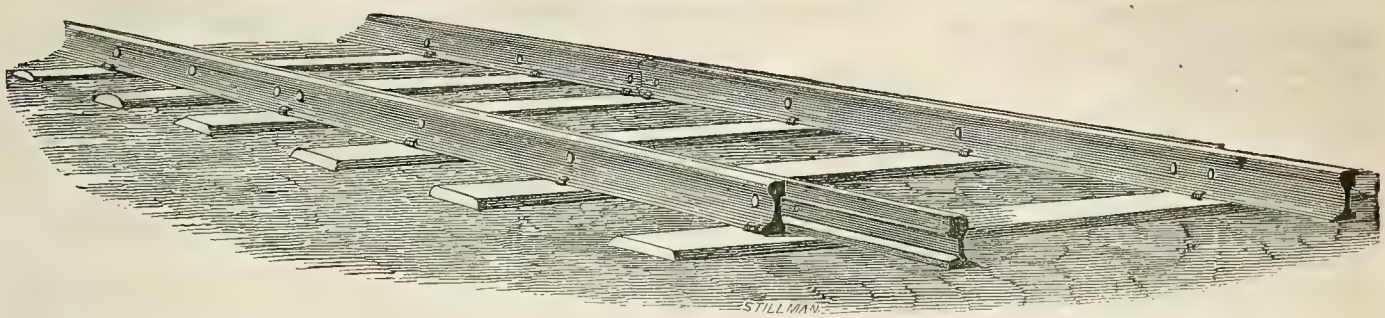


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars, the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.

†mr3

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a
Large Stock of Groceries,
Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of
DURYEE & FORSYTH, Rochester, N. Y.
Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of
LOCOMOTIVES, TENDERS, CARS,
And Railway Machinery of every Description,
While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for
ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

May 5-tf

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

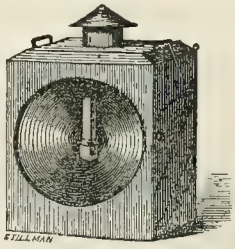
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachrsetts.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality.

Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,—10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

mr 3 140 and 142 Main street.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond.....	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,

†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

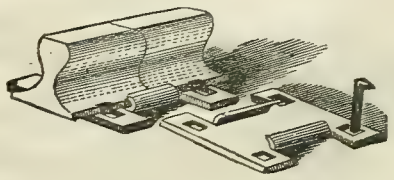
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,

No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,

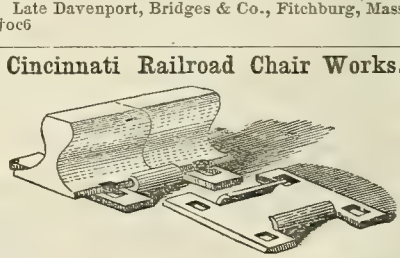
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.

ALFRED BRIDGES,

Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Glendon Forges, for sale by

†mr 17 GEO. GARDNER & CO., Boston, Mass.

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

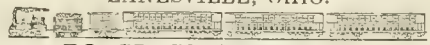
PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

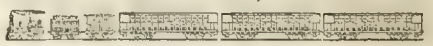
Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
dec2 2†

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Office of the *Cincinnati, Harrison and Indianapolis Straight Line, and Cincinnati, Indianapolis and Chicago Railroad Companies,* in Cincinnati, until the 23d day of January next, for the Grading, Masonry, Bridging, and the entire construction of the road from the City of Cincinnati to the City of Indianapolis, via, the Whitewater Valley.

Plans and Specifications will be ready for inspection at the Office of the Egineer, (West Third st. Cincinnati, on and after the second day of January next.

Any further information can be obtained by applying to E. M. Gregory, Cincinnati, John Wayne, Brookville Ia., or J. W. Taber, Miamitown O.

E. M. GREGORY, President.
PHINEHAS POMERY, Chief Engineer.
J. W. TABER, } Secretaries.
JOHN WAYNE, }
dec8-tt

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
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Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy..... 2 50
Do do Dayton..... 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM. Ticket Agent.
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THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

As A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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RAILROAD RECORD.

AND

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E. D. MANSFIELD, EDITOR.

For TERMS and list of Agents, see last column last page.

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JACKSONVILLE AND CARROLLTON RAILROAD, ILLS.——The organization of this company has been completed, by the election of Judge D. M. Woodson, of Green county, President; Geo. T. Brown, of this city, Secretary, *pro. tem.*, and A. B. Moreau, of Jerseyville, Treasurer, *pro. tem.* The election of all permanent officers, except the President, was postponed until the next meeting of the board, which will be held at Alton.—*Alton Courier.*

☞ The STOCKHOLDERS of the CLEVELAND-MEDINA and TUSCARAWAS RAILROAD COMPANY met at the office of the Company yesterday, and elected the following Directors:

S. Merchant, L. Rawson, and J. G. Gillet, of Cleveland; H. Bronson, W. H. Canfield, J. T. Ainsworth, and S. N. Sargent, of Medina; E. W. Harris, of Seville; H. Foltz, of Dalton; H. B. Wellman, of Massilon; and J. L. Leeper, of Navarre.—*Medina Gazette.*

STEAM!—The following sentiment was given at the opening celebration of the Buffalo, Brantford and Goderich Railroad, by the President, Hon. James Wadsworth:

"Steam—The civilizer and evangelizer of the world—the schoolmaster of the 19th century, whose mission it is to break down the barriers which divide individuals, localities and nations, and to make a common brotherhood of all mankind."

BREADSTUFFS: PRODUCTION, EXPORTS, AND PRICE.

Bread is not only the staff of life but it enters into every element of political economy, it makes the principal part of a day's labor, the largest basis of exchange, the strength of armies, the necessity of nations; and a failure in its supply is one of the chief causes of the decline and fall of empires. Hence, great deficiency in the supply of grain, is the real cause of many of the greatest financial disasters. There is reason, therefore, for us to look sharply, and seriously at the bread markets. There has been in the last year a decided failure in the grain crops of Europe, except in Russia and Poland; so much so that in France and Italy all custom duties have been taken off for the importation of grain, and in England the price has risen since last June from 22 shillings to 40 shillings per quarter, or nearly double.

From the beginning we have regarded this as the most serious difficulty in the way of relief to the money pressure. There is double the amount required to manage the transfers of grain, which makes a difference in Europe and America *of one hundred millions of dollars in the demand for money.* But this is not all. The price of all other food rises with the price of bread, and alternately it requires a vast deal more money to carry on public works. These facts will suggest to our readers the difficulty caused by the rise in the price of grain.

In this country we are undoubtedly gaining, to the extent of our bread export, in the increased price and quality. We share, however, in the financial difficulties which that deficiency in foreign crops occasions.

But how much of breadstuffs have we to export? One thing is certain, that in regard to wheat we have not near so much as many sanguine persons believe. We *can* raise wheat almost indefinitely, but we do not, because there has been a very moderate foreign demand, and a very moderate price.

In the *Record*, (number 36), November 3d, we said:

"In regard to the amount of wheat *actually* raised in the United States, there is a mistaken idea. We do not (according to the English allowance per individual) raise any surplus whatever! But, by the great consumption of Indian corn, as a breadstuff, we make a surplus of wheat; and it is in that way only. The past two or three years being good wheat years, we have an old stock lying over; but we can not after all export to any such extent as England and France need. They get their largest supplies from the Black Sea. If we export twenty millions of grain this winter, the spring price in our markets will be unusually high."

The truth of this is now seen at New York and New Orleans, where grain and flour have not come forward, with anything like the freedom expected. In the face of this fact, the *exports are larger than they have ever been.* The consequence of this is obvious. The price is steadily rising, and in all probability will continue to rise. The crop of wheat in Ohio in 1853 was probably equal to those of 1851–2, but by no means equal to that of 1850, when it rose to the enormous amount of *thirty-five millions of bushels.* Probably our crop in 1853 was 25,000,000, and of that (by eating some Indian corn), we can manage to spare *fifteen millions* But all the United States can not spare as much more.

Let us now look at former exports of grain from the United States. Reducing wheat to flour we give the export of flour and grain for the last eight years, in quantity and value:

		AMOUNT.	VALUE.
In 1846,	bbls.,	2,612,176	$13,350,644
" 1847,	"	5,482,000	$32,183,166
" 1848,	"	2,589,393	$15,788,568
" 1849,	"	2,413,873	$13,036,030
" 1850,	"	1,511,178	$ 7,762,193
" 1851,	"	2,437,635	$11,550,067
" 1852,	"	3,337,239	$14,424,352

It will be seen from this statement that the highest amount of wheat exported in any one year (1846–7) was 27,410,000 bushels, and the price was not as high then as it is now. In 1846–7 we exported 612,000 barrels of flour to France, but we have now exported nearly that amount to France since the 1st of September.

In our last number we stated that the exports of flour and grain from the United States since the 1st of September were greater than they were in 1846–7, but the price is also much higher. The advance of price proves clearly enough that although in consequence of the heavy European demand, the exports from New York have been hurried with great rapidity; yet, in fact, the *domestic supply is not equal to that demand.* The result is that the export can not be continued largely, except under the temptation of *very high prices.* In that case, a large part of our population will resort to Indian corn and export the

wheat. But how is that to be done, when the price of Indian corn is also rising rapidly? We need not inform our readers (who well enough know it) that potatoes are are *treble* in price to what they were a few years since.

There is an idea that an immense amount of wheat is brought from Michigan, Wisconsin, &c. This is all fallacious. The whole amount of flour and wheat brought into Milwaukee from the interior in 1853, by the Mississippi Railroad, was 187,000 barrels—a mere drop in the bucket. Of all the flour and wheat cleared by the canal at Buffalo, *three-fourths came from Ohio.* The population of the frontier States grows faster than their grain production. New England and the South are importers of grain from the new States. There are but four or five States that are really exporters of wheat.

If in 1846–7 we could export only 27,000,000 bushels of wheat, it may be put down, as quite certain, we shall not export more than 30,000,000 in 1853–4, unless the price is enormously high.

From the facts we have here exhibited, it appears that the *bread question* is one of momentous interest. We pretend to no knowledge, hardly an opinion, as to the continuance of scarcity, or the rate of prices, but it is quite certain that our remark of November 3d, is strictly true, that "if we export 20,000,000 bushels this winter, the price will be unusually high." It is already so, and we have only reached the 20th of January.

We would in no way aid speculation in grain, but facts are things which should be known and reflected upon.

VIRGINIA AND OHIO CONNECTED; GALLIPOLIS RAILROAD.

It is known to our readers that Virginia is about to connect herself with the Ohio river, by the great Central Railroad, the Western end of which is called the Covington and Ohio Railroad. This last work proceeds from Covington, Botetourt county, to the mouth of the Big Sandy, thence connecting with the Lexington and Big Sandy Railroad.

Now, it is certainly as desirable to Virginia as Ohio to connect with the Ohio system of railways. But we observe that this cannot be done to advantage, unless a branch be constructed down the great Kanawha. If such a branch is *not* made, the best route possible will be to go from the mouth of the Big Sandy (on the Maysville and Big Sandy Railroad, which is not yet commenced,) to Ironton, thence by the Ironton and Scioto Railroad to Jackson, thence by the Hillsborough Railroad, (*if* it be ever made) to Cincinnati. This route is both a circuitous and a complicated one.

But, if the branch be made from Charleston to the mouth of the Kanawha, then the Virginia works will be connected at once *via* the Gallipolis Railroad, (when made) and the Marietta line to Cincinnati. The latter route is decidedly the shorter, and much less complicated in its arrangements. By the Big Sandy route, the distance is as follows:

Charleston to Big Sandy,	30 miles.
Big Sandy R. R. to Ironton,	12 "
Ironton Railroad,	25 "
Scioto and Hocking Railroad,	17 "
Hillsboro' R. R. to Cincinnati,	115 "
Total,	199 miles.

The distance by Gallipolis Railroad, wil be:

Charleston to Point Pleasant,	30 miles.
Gallipolis,	3 "
Gallipololis Railroad,	32 "
Marietta and Cincinnati R. R.	115 "
Total,	180 miles,

Here is a very decided difference, in favor of the Gallipolis Route in distance, and there will be yet more, in convenience. The Gallipolis Railroad is quite as sure of being made as the Maysville and Big Sandy Railroad, between Portsmouth and Big Sandy, while the Cincinnati and Marietta line, from Hamden to Cincinnati, is expected to be opened, the whole way, early in the Spring.

We are informed, that the line from Gallipolis to Hamden, is found to be only thirty-two miles in length, and abounds with coal, and iron, of the finest qualities. This being the case, it will be made, and will be profitable.

We are also informed, that a charter is applied for to construct a Railroad on the Kanawha, to Point Pleasant. We should suppose the Virginia Legislature would grant it at once; for this connection will bring most decided advantages to the Virginia works.

By the way of Gallipolis and Hamden, (Vinton Co.), the Virginia Central, would be connected, with all the Railroads of Ohio—and cannot be so well connected at any other point.

We think the Virginia Legislature, will promptly grant all facilities to this connection. It is of much greater magnitude and importance than would seem at first glance.

ANNUAL REPORT AND RESULTS OF THE LITTLE MIAMI RAILROAD.

The Little Miami Railroad presents one of the best examples of Railroad success, to be found anywhere in the world. Its history presents a singular contrast of the greatest difficulties in the beginning, and the greatest success in the end. A very few ardent, but confident friends, (without capital) were all that it could confidently count upon in the beginning. The idea of borrowing money on its credit was an absurdity. Now it is the most successful railroad in the country. Of late years it has *divided* 10, and made 14 per cent. per annum on its capital, and there is little prospect that it will ever be diminished.

We should be unfaithful to the public, as well as railroad interests, if we did not say, that a large part of its success is solely due to its *excellent management.* Its financial affairs are in the hands of upright, prudent, clear-headed men, who conduct everything with care and integrity. Its running management and repairs, are in the hands of its Superintendent, W. H. Clements, who deserves from the community, as well as the company, the highest credit. We say these things the more freely, as we have no personal interest whatever in the road.

Some notes on the results and progress of the road, may not be without interest:

1. *Increase of Receipts.*—The Little Miami Railroad was completed to Xenia in 1845, and the receipts to December, 1853, have been as follows, viz:

	Amount.	Increase.
In 1845.....	46,297.....	
In 1846.....	116,052.....	150 per cent.
In 1847.....	221,133.....	90 "
In 1848.....	280,085.....	27 "
In 1849.....	321,328.....	15 "
In 1850.....	405,696.....	25 "
In 1851.....	487,845.....	20 "
In 1852.....	526,745.....	8 "
In 1853.....	667,558.....	27 "

It appears that since the road got into full operation in 1847, for six years, the receipts have averaged an increase of 20 per cent. per annum, and we predict, with confidence, that in 1856, the receipts will be *more than a million of dollars.*

Some time since we had occasion to say, that railroads in the Ohio valley would *double their receipts each seven years.* The experience of this work shows that they double in much less time. The receipts of the Little Miami Railroad have doubled in *four years.* Supposing that this work has some peculiar advantages, it is nevertheless quite evident that the *principle* we laid down of doubling in *seven years*, will prove true of all Western roads, laid out with the least regard to reason and prudence.

2. *Increase of Passengers*—The followiug table shows the increase of passengers for the same length of time:

	Amount.	Increase.
In 1845.....	44,760.....	
In 1846.....	54,265.....	24 per cent.
In 1847.....	78,342.....	45 "
In 1848.....	87,555.....	12 "
In 1849.....	100,970.....	15 "
In 1850.....	144,486.....	44 "
In 1851.....	174,089.....	21 "
In 1852.....	212,687.....	22 "
In 1853.....	291,375.....	40 "

It will be seen that the average increase of passenger traffic is greater than that of the receipts. This arises from the completion of the Cleveland, the Lake Shore, the Hillsboro' and the Wilmington lines, all of which are large tributaries to the Little Miami Railroad.

The Little Miami Railroad carries more *through* passengers, than any other important line in the country; yet, its through passengers do not reach one-half, and they would not be more than one-fourth, if the whole line to Cleveland were counted. As it is, all are

counted *through* passengers who go from Cincinnati to Xenia, only 64 miles. The return of passengers for 1853, gives this result :

Through passengers	139,237
Way "	152,138
Total	391,375

Of these there passed *to and from* Cincinnati, 186,878, or 64 per cent. of the whole number ; to and from Xenia and way points, 19,032 or 7 per cent.; to and from Loveland's (Hillsboro' Railroad) 16,697 or 6 per cent.; to and from Springfield about 5 per cent.

We cannot now analyze the freight department, but will take another opportunity to do it.

RAILROAD EARNINGS,

FOR DECEMBER, 1853,

NEW YORK CENTRAL RAILROAD.

The comparative statement of receipts of the Central road during the month of December, 1852 and 1853, for passengers and freight, are as follows :

	Passengers.	Freight.	Total.
1853	$190,014 56	$200,110 86	$420,625 39
1852	160,637 88	197.059 32	357,717 21
Increase	$29,356 64	$32,954 54	$62,309 18

NEW YORK AND ERIE RAILROAD.

The receipts of this company were as follows :

December, 1853	$415,402 75
December, 1852	352,138,33
Increase	$63,264 42

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

The earnings of this company compare as follows :

	1852	1853.
Passengers	$12,112 73	$21,327 01
Freights	10.989 61	18,683,17
Mail and Express	730 75	1,258 33
Total	23,833 09	41,268 51
Increase, 73 per cent.		$17,435 42

OHIO AND PENNSYLVANIA RAILROAD.

The receipts of this company compare as follows :

December, 1853	$64,680 04
December, 1852	33,854 38
Increase	$30,825 46

BALTIMORE AND OHIO RAILROAD.

The receipts of this company, for December, 1853, are :

	Main stem.	Wash. branch	Totals.
Passengers	$ 38,531 31	$20,140 35	$58,671 66
Freight	255,535 45	4,957 26	263,192 71
	$294,066 76	$28,097 61	$322,164 37

Being an increase on

Main Stem	$160,203 09
Washington Branch	1,315 38
Total Increase	$161,518 47

CLEVELAND AND PITTSBURGH RAILROAD.

The earnings of this company compare as follows:

	1853,	1852.
Passengers,	$14,442 30	$12,112 07
Freight and Mails	20,888 64	10,784 72
Total	35,330 94	22,896 79
Increase		$12,433 15

HILSBORO' AND CINCINNATI RAILROAD.

The receipts of this company for December, are as follows :

Passengers	$2,525 51
Freight, Mail &c	5,775 51
Total	$8,300 02

LOUISVILLE AND FRANKFORT RAILROAD.

The comparative receipts of this company were as follows:

December 1853	$28,631 95
December. 1852	22,146 00
Increase	$6,485 95

EATON, HAMILTON AND RICHMOND RAILROAD.

The comparative earnings of this company are as follows:

	1852	1853
Passengers	$1,291 47	$5,288 79
Freight	2,950 47	10,655 00
Totals	4,201 44	15,938 79
Increase 276 per cent.		$11,696 85

MEMPHIS AND CHARLESTON RAILROAD—WESTERN DIVISION.

The receipts of this division of this road for December, 1853, were as follows :

Passengers	$ 8,975 80
Freight	14,952 91
Mail	208 33
Total	$24,137 04

PACIFIC RAILROAD, MO.—FIRST DIVISION.

The earnings of this portion of the road for December, are :

Passengers	$4,057 10
Freight &c	2,226 01
Total	$6,283 11

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

The receipts of this company for December, 1853, were $106,442 50.

MICHIGAN CENTRAL RAILROAD.

The earnings of this company for December, 1853, were $80,094 29.

GALENA & CHICAGO UNION AIR-LINE RAILROAD.—This road has been completed to De Kalb Center, about 40 miles west of Fox river, and the trains are now running regularly from Chicago to that point. The cars are also running on the Illinois Central to Warren—25 miles west of Freeport—in connection with the trains on the Galena and Chicago road.

THE TENNESSEE "OMNIBUS BILL."—The following is a list of the Railroads included in what is called the "Omnibus Bill," and as this bill excites great interest, and will do so until it is finally disposed of, it may not be altogether uninteresting. First comes the Nashville and Cincinnati road, provided it is terminated on the south side of the Cumberland River, at or near Nashville, or South Nashville ; then, the Cincinnati, Cumberland Gap and Charleston Railroad Company ; the Edgefield and Kentucky Railroad Company ; the Mississippi Central and Tennessee Railroad Company ; the Tennessee Western Charleston Railroad Company ; the Nashville and Knoxville Railroad Company ; or any company hereafter to be chartered to build a railroad from Nashville to Knoxville ; such company as may be organized and chartered under the name of the Central Southern Railroad Company, to construct a line from the town of Columbia to the Alabama state line, towards Athens and Decatur, Alabama, there to connect with a road to Pensacola, Florida; the Lexington and Knoxvilie Railroad Company, so far as it lies within the limits of the state. The credit of the state is called for to a very large amount ; but, at the same time, it should be recollected that some of the roads here contemplated, will, perhaps, never be built, and the state will not be called upon to issue bonds ; but even if all are built, the bill provides ample indemnity against the possibility of loss by the state.

JAMES' RAILROAD AND ROUTE BOOK—Published at the office of the *Railroad Record*.—The January issue of this valuable little work is now ready. It has some new and valuable features never presented in any other similar work. In addition to some *hundred* railroads, with their stations, distances, fares, connections, &c., it has a *Route Book* upon a plan at once simple, concise and comprehensive, embracing a combination of upward of 1000 routes, including railroad, stage and steamboat travel, by means of which the traveler can, without difficulty, find his way throughout the West and South.

We commend it to the patronage of the railroad community; and would respectfully ask from all Railroad Superintendents a notice of changes of connections, or any other information suited for such a work. The officers of roads just opening, or about to open, are also requested to supply the necessary information.

Price single, 15 cents ; Per dozen $1.

LOUISVILLE AND NASHVILLE RAILROAD.—Judge Graham has refused the injunction prayed for by E. C. Smith, and others, against the Louisville and Nashville Railroad Company, to stay the collection of the tax voted by the people of Warren county for railroad purposes.

Communications.

IRON AND COAL ON RAILROADS.

We commend the following very interesting article from Judge Nash, to the attention of our readers. The facts he states are of the highest importance. In regard to the *amount* of coal, for the interior, we think it rather an under estimate.

For the Railroad Record.

Dear Sir:—I have read your articles on the prospective profits of Western railroads with much interest. There are one or two elements of profits for the roads in southorn Ohio to which you did not allude, and to which I now wish to invite the attention of capitalists. These sources of profit are the iron and coal trade, which must swell the profits of these roads; and this source of trade is not found on many other lines—at least to the same extent.

And first of the iron. The production and manufacture of iron are still in their infancy. The next five years will exhibit a development in the production and manufacture of iron little anticipated at present, save by the initiated. Mr. Greely puts down the consumption of iron in the United States at about 900,000 tons per year, only one-half of which is produced in the United States. The railroads now projected must create an increased demand for rails, while every year is witnessing the application of iron to new purposes. Hence the consumption of iron must be greatly increased during the next five years. I have no doubt that this increase may be set down at or near fifty per cent. upon the present annual consumption. This will add four hundred and fifty thousand tons to the present production, which, with the present importations of 450,000 tons, will constitute an amount equal to the whole present consumption, which must be produced at home or imported. There can be no doubt that the increased consumption alone in the next five years will equal the present production of iron in the United States.

Now where is the iron to be made? I affirm it *must* be all produced in the United States. The ore is here, and the present price of iron will pay for making it here. Let us look at facts. The present cost of a ton of pig metal at a furnace will average from $12 to $15 per ton. When I say this I speak from what I know. About 1841 when pig metal was at $35 to $37 per ton, I was told by one of the owners of a furnace, lying within three miles of the Ohio river, that a ton of pigs on the bank of the river cost less than $11 per ton; but that is below the average cost. The Buckeye Furnace, which lies ten miles east of Jackson C. H., lays down its iron at Jackson, at a cost of about $16, and less than two dollars more will place it at the depot in Portsmouth. While the value of labor and provisions have been increased, the amount produced by a furnace has also been increased. Twenty years ago a furnace was considered as doing well if it turned out *five* tons per day; five years since six and seven tons were considered a good turnout per day; now many of the furnaces are turning out as high as ten and twelve tons per day. Thus does experience cheapen the cost of production. Such then, is now the cost of producing a ton of pigs. Of course this cost does not include interest on the cost of the furnace—it is the cost of the metal after the furnace is up and the land bought.

Pig iron now brings, or has been bringing fifty dollars per ton, leaving a profit to the manufacturer of near thirty dollars on each ton of pig made. Put it at $25 per ton, and what other business pays any such return for the investment? The Buckeye Furnace has 7000 acres of land, a single stack, and cost about $40,000. It turns out about ten tons per day, making a clear profit of $250 per day; and in a single year will more than pay for herself. This property, of course, could not be bought for any such price as it cost, while the present enormous profits are being realized.

Such is the present condition of the pig iron manufacture, and I now ask where can capital find such enormous profits as here? And does not the existence of these profits secure the investment of capital in this manufacture? We know that furnaces are now multiplying more rapidly than ever before. The profits made on the present investments, will insure the capital to double the present production in less than five years. Within a year there will be six new furnaces north of the Buckeye Furnace, in Jackson, Vinton and the west part of Athen county. Three of them are nearly completed, and companies have been formed, I am told, for the erection of the other three. This increase must go on, until pig metal shall come down to near $30 per ton.

We can now compete with English iron in cheapness. The rise in the cost of living and in wages in England, growing out of the large increase in the amount of money, the gold of California and Australia, and the immense emigration of English labor has so raised the cost of productien there that English iron can never again be sold for less than from $18 to $20 per ton at home, (which with freights and duties will bring it up to about $30 in New York); and at such prices the iron must, like much of the railroad iron, be of a very inferior quality. I assert therefore, that not only all the increased consumption of iron, but much of what is now imported, will be produced at home. These facts settle the question as to where the iron is to be made

And a large share of this increase must grow up in south-eastern Ohio; on a belt of country some ten or fifteen miles in width, lying on each side of a line drawn on the map from Ironton on the Ohio, to Zanesville on the Muskingum. The best ore lands are probably found in the hills of Raccoon creek and those which line each side of the Hocking river between Chancey and Logan, and so south to the Ohio. Here then must grow up an immense business, at present in its infancy, to furnish freight for the railroads passing through this portion of Ohio. This iron too, must most of it go west and north into Indiana and Ohio.

I have now no time to go into any estimate of the increase of the manufactures of iron. This branch of manufactures must keep pace with the other; it must be carried on in the same region and along the river, where cheap fuel can be had. The iron business alone then in its various forms must add immensely to the wealth, population and production of this portion of Ohio; and these hills, as I predicted in 1836, must in time (and that time is not very distant) contain a greater population and more wealth, than any other part of Ohio of the same extent.

And secondly, as to the coal. I begin by stating that in my opinion, a demand for coal now exists, independent of Cincinnati and the Ohio river markets, to the amount of nearly 10,000,000 of bushels annually, which must be supplied by three roads, the Marietta and Cincinnati, the Cincinnati, Wilmington and Zanesville, and the Zanesvillle and Columbus. Each of these roads crosses the Ohio coal fields, though the Marietta and Cincinnati, to a much greater extent than either of the the others.

Now for the calculation: Gallipolis has a population of some 1,800, and there is consumed here annually over 200,000 bushels of coal; I suppose at present at least 250,000 bushels. This shows a consumption of over 130,000 bushels to each 1000 of population. Let us set it down at 100,000 bushels of coal for 1000 of population. I then make the following estimates on that basis:

Chilicothe & vicinity will require			700,000
Wilmington	"	"	200,000
Xenia	"	"	600,000
Dayton	"	"	2,000,000
Springfield	"	"	600,000
Urbana	"	"	500,000
Circleville	"	"	500,000
Columbus	"	"	2,000,000
Delaware	"	"	300,000
Newark	"	"	500,000
Hamilton	"	"	500,000
Indiana, west of Dayton			2,000,000
Total,			10,400,000

These figures are all below the present wants of this region, below the actual amount of fuel now consumed by the population of these various towns.

I again assert that coal, when it can be brought to these markets, can be brought at

a price, which, as a matter of economy, will secure its general, nay exclusive use as fuel. While at the town of Delaware last September, I found the people there using coal as fuel. I asked what it cost, and was told fourteen cents per bushel; I then inquired what was the price of wood ,and was told one dollar and seventy-five cents per cord, and when I asked which was the cheaper, coal at fourteen cents per bushel, or wood at one dollar seventy-five cents per cord, I was told that the coal was the cheaper. Again, I was told the other day, by an old river pilot, that coal at five cents was considered cheaper for boats than wood at one dollar; and the improvements made in burning coal on boats, he thinks, has now considerably increased the disparity in favor of coal.

These facts show that coal at fifteen cents must supersede wood at $2, and at twenty, will be as cheap, if not cheaper than wood at two and a half to three dollars per cord. Coal is now taken from Mahoning county, Ohio, to Cleveland by canal, and thence by vessels to Chicago, where it sells for about twenty-five cents per bushel, and at that price is found to be more economical than wood. All the interior towns in Ohio and Indiana, and even in Illinois, must therefore obtain their fuel from the coal fields of Ohio; and how vast the quantity must be, it needs no prophet to tell. And the necessity now exists for over 10,000,000 annually, and that demand will go n increasing just as fast as the railroads can increase the quantity carried to market.

Apply these calculations to the Marietta and Cincinnati road, with a branch to Gallipolis, and can any one hesitate as to their being paying roads? All this vast quantity must come from the interior coal fields. It can not be sent by river, and thence carried out back,as cheaply as it can be taken directly from the coal banks on the line of these roads. The Gallipolis road will run nearly fifteen miles along the outcrop of the coal, and the Marietta and Cincinnati will extend as far, if not farther, in a north-east direction, along the outcrop of the same coal field. Within this distance almost any amount of coal can be mined and taken to market.

These views show the importance of the cross road from Dayton, through Xenia, to the Marietta and Cincinnati road at, or a little west of Chilicothe. Over this road must be carried all, or nearly all the coal which will be needed to supply Xenia, Dayton, Troy, and northern Indiana and Illinois. What an immense business this is destined to become any one can calculate for himself.

I have taken no notice of the coal trade for Cincinnati. When the river is up this vast market will be supplied from the river cheaper than it can be done by railroads. Still, at seasons like the present, when the river is low, large quantities of coal would go by railroad to Cincinnati. My object has been to point out the markets, of which these railroads will command a complete monopoly—markets as certain to them as the sunshine and the rain to the farmer.

I conclude, then, with the assertion that whatever other roads may do, the railroads in southern Ohio, which cut the coal and iron ore deposits of south-eastern Ohio, must pay, and pay liberally. As an investment, they will pay; as borrowers of money for a portion, say one-half of the costs of their construction, they present ample security, as good security as real estate on mortgage at half its cash value, and are therefore entitled, in the money market, to the highest credit of any roads in the country.

Yours,

SIMEON NASH.

Gallipolis, January 8, 1854.

SUSPENSION BRIDGE FOR THE OHIO.

We commend to our readers' attention the following description of a Suspension Bridge, adapted to the Ohio river at Cincinnati. The plan is by Mr. D. G. SMITH, Engineer of the Falmouth Suspension Bridge.

For the Railroad Record.

The following is a brief description of the proposed bridge across the Ohio river at Cincinnati, as designed by D. Griffith Smith, Civil Engineer:

This bridge will consist of one principal opening between two stupendous towers of suspension, the centers of which are 1400 feet apart.

From these towers the road-way will be suspended by three lines of wire cables, at an elevation of 112 feet above low water, leaving the whole width of the river clear and unobstructed.

The road-way will consist of two carriage-ways, separated by the center line of cables, and four foot-ways; the width of carriage-ways at the center of bridge, will be 10 feet each, and the foot-ways 3 feet, making the entire width of platform 32 feet in the clear.

The carriage-ways will pass through two magnificent gothic arches in each tower of suspension; the width of each arch will be 12 feet, and to the crown of arch about thirty feet.

There will be, as we have stated, three lines of cables, and in each line four cables; these cables will pass over rollers in cast-iron saddles, firmly fixed on the smmmits of the pyramids; the extremities of the cables will connect with strong anchor chains, laid in the most substantial hydraulic cement masonry.

The grade of the road-way, on the Cincinnati side, will commence at Columbia street, and rise at an angle of five degrees to the tower of suspension. At Front street an elevation of 16 feet will be obtained. In crossing Front street, it is proposed to construct a "Malleable Iron Bridge," of the Tubular Girder pattern. On the south side of Front street the road-way will commence, and be suspended to the shore cables. The same plan of approach on the Covington side will be adopted.

The entire structure will be so arranged and united in such a manner that each of the parts may be taken out and replaced separately; so that there can be no difficulty in repairing any part of the bridge whenever required.

The principal dimensions may be more conveniently examined in a tabular form.

Synopsis of the capacity of the proposed Bridge.

Length of Span,	1400 feet
Total length of suspended platform	1985 "
Elevat'n of platf'm above low water	112 "
Total length of Cables,	2000 "
Number of Cables,	12
" wires in each Cable,	2000
Ultimate strength of Cables,	18000 tons
Number of Anchor Chains,	120
Total sectional area of Anchor chains, superficial inches.	800
Ultimate strength of anc'r chains,	24000 tons
Maximum permanent load,	924 "
Do. transitory do.	794 "
Maximum load,	1718 "
Maximum tension of cables at the points of suspension,	5326 "
Number of persons that may collect on the platform,	12704
Number of oxen that the platform will contain,	1588
Tension of cables resulting from weight of floor and 1588 oxen, (each weighing 1,000 lbs.)	5236 tons
Approximate cost of Bridge,	$450,000

Time required for its construction about 2 years.

The design exhibits a plan of structure, far exceeding in strength and grandeur, any similar work ever projected either in Europe or America.

When M. Telford constructed the suspension bridge across the "Menai Strait" it was regarded by all Europe as the mightiest achievement of man.

The first stone of that magnificent structure was laid on the 10th of August, 1819. On the 20th of April, 1825, the first chain of this stupendous work was thrown over the "Straits of Menai," and on the 25th of February 1825 it was opened to the public "a magnificent spectacle," says Dr. Arnott, "to behold chains of tenacious iron stretched high across a channel of the ocean, and supporting an admirable bridge-road of safety, along which crowded processions may pour, regardless of the deep below, or of the storm; while beneath, ships with sails full spread, may pursue their course unmolested."

Let us now compare this bridge, which was the wonder and admiration of all Europe, with the proposed bridge across the Ohio river at Cincinnati.

DIMENSIONS OF THE MENAI SUSPENSION BRIDGE

Distance between the points of suspension,	579 feet
Hight of road-way above high tide,	100 "
Deflection of cables,	43 "
Total length of bridge,	880 "

Maximum permanent load,	489 tons
" transitory "	300 "
Maximum "	789 "
Sectional area of anchor chains,	260 inc's

Two years after the completion of the Menai bridge Mr. Telford added another laurel to his justly acquired fame, by constructing a suspension bridge across the Conway river, one tower of which stands within that ancient fortress, "Conway Castle" built by Edward 3d.

The span of the Conway bridge is 350 feet. Elevation above high tide, 18 feet.

The span of Freiburg bridge in Switzerland is 960 feet.

The span of the Hammersmith bridge across the Thames is 400 feet, 3 inches.

The span of the suspension bridge across the Danube at Pesth, in Hungary, is 1000 feet.

The span of the Wheeling bridge is 1010 feet.

It will appear from the history of suspension bridges, that no span has ever been constructed that will rank in magnitude and grandeur with the proposed bridge across the Ohio, at Cincinnati.

Mr. Smith's plans are at the Merchants' Exchange, where they can be examined by al who feel an interest in the enterprise.

HILLSBOROUGH RAILROAD.

The *Enquirer* of Cincinnati, which has been highly favorable to the Hillsborough Railroad, gives this account of a meeting, held at Piketon.

"As usual, there was much good talking, but the proceedings do not promise much practical acting. Mr. Fallis, the treasurer of the company, was present, and in a brief speech said "that without additional funds the work must soon stop—that we must have available funds that could be applied to the payment of contracts and the indebtedness of the company, not gammon stock that could not be made available—*that thing has before been tried*, and failed, and that if such funds or stock could not be raised within the time limited, *he was decidedly in favor of a fair and honorable connection or union with the Marietta Company*, as the only means of securing the final completion of the road."

Gammon stock will certainly not build a railroad in these days, nor will any such subscription, $450,000, as it is proposed to raise along the line, build a railroad from Hillsborough to Jackson. *Nous verrons.*

RAILROAD ACCIDENTS.—The number of deaths in the United States by railroad accidents during the year 1853, as nearly as can be ascertained, was about 230. The most destructive accidents were on the following roads:

Month.		Killed.	Wounded
Mar. 27,	Baltimore and Ohio,	8	24
Apr. 25,	Mich. Southern,	25	50
May 6,	N. Y. and N. Haven	49	24
Aug. 2,	Belvidere and Del.	11	14
Aug. 9,	Cam. and Amboy	4	20
Aug. 12,	Prov. and Worcester	14	24

ABERDEEN AND CINCINNATI RAILROAD.

Mr. O. P Ransom, the engineer, who has been engaged in the survey of the route for the proposed Railroad from Aberdeen to Cincinnati, has completed the survey and estimates. The Ripley *Bee* gives his estimate of the cost of the road, completed and equipped, as follows:

Masonry and bridging	$234,002 50
Graduation including ballast	349,313 23
Total	$583,315 73
Add 5 per cent. for engineering and contingencies	$29,165 78
Total 54 miles at $11,342 25 p'r m.	$612,481 51
Superstructure	490,428 00
Total including superstructure at $20,424 25 per mile	$1,102,909 54
Engines and Cars	261,270 00
Depot buildings &c.	55,100 00
Right of way	32,400 00
Five miles side track	57,910 00
Total	$1,509,589 51

Being 59 miles (including five miles of side track) at $25,586 26 per mile.

An estimate of the cost of making the road through Logan's Gap, which would shorten the distance 618 feet, is made out separately. This route would require a tunnel 700 feet long and according to the estimate, would cost $66,912 more than the river route.

The distance from Aberdeen to the junction with the Little Miami Railroad at Columbia, is 54 miles—to the depot 4 1-5 miles further, 58 1-5 miles.

Of the 54 miles. 42 are straight and 12 curved—of the latter 9½ miles are at towns.

Of the grades, 38½ miles are level or less than 5 feet per mile—6 miles from 5 to 10 feet, and the remaining 6½ miles can be reduced to 15 ft. per mile without additional cost, and possibly to 10 ft.

The estimates are for a track not less than 1½ *feet above the highest floods*, and will require heavy banks and elevated bridges.

The Engineer's estimates are very full, and very liberal—embracing every possible expense even those of building engine houses, repair shops, turn-tables &c., and of purchasing the right of way.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD.

We have the satisfaction of being able to announce that a consolidation of the Mansfield and Sandusky City, the Huron and Oxford, and the Columbus and Lake Erie Railroads, has finally been accomplished to the satisfaction of the parties interested in these several enterprises. A programme was agreed upon by the Directors of each Company some months since, pursuant to which the stockholders were convened on the 29th ult., to pass upon it, and the voting resulted in a ratification of the plan of consolidation almost unanimously—only one stockholder in either Company dissenting.

On the 3d inst., a meeting of the stockholders in the several Companies took place at Mansfield for the election of Directors, and the following Board was chosen:

John G. Camp, Jr., Ebenezer Lane, Sandusky; Winthrop H. Wright, Huron; John R. Robinson, Charles T. Sherman, Mansfield; Daniel S. Norton, Mt. Vernon; Nathaniel B. Hogg, Israel Dille, James R. Stanberry, Newark.

The gentlemen composing the Board are all active business men, and their reputation in this respect is a guarantee that the interests of the consolidated Company will be well guarded. We have no doubt they will prove a first-rate, working Board.

At a meeting of the Directors, held in this city on Saturday, the 7th inst., he following officers were chosen:

President, John G. Camp, Jr., Sandusky; Superintendent, John R. Robinson; Treasurer, Charles T. Sherman, Mansfield; Assistant Treasurer, A. M. Marshal, Sandusky; Secretary, Winthrop H. Wright, Huron.

The officers elect are all well known in this section of the State, and for energy as well as business capacity have few superiors anywhere. We can congratulate the stockholders and the public upon the future prospects of the Sandusky, Mansfield and Newark Railroad. At no period in the history of the several roads have they been so fair as at present. The line hence to Newark has acquired a permanent and increasing business in the face of much local opposition. Now that all interests are harmonized, the last remaining obstacles to success are removed. Within the past year several valuable connections have been made with other roads by which the line is intersected, the business of which has added materially to the business of the S. M. & N. line. The Scioto and Hocking Valley road is rapidly advancing toward completion, and the consolidated line will form its outlet to the Lake. Some arrangement will doubtless be made, mutually advantageous to both Companies. for the the interchange of business—making, as is known, what will be *a continuous line of road of equal gauge from Sandusky to the Ohio river at Portsmouth.* During the present year, also, the completion of the eastern portion of the Central Ohio Railroad, to Wheeling, is anticipated. This will give us another direct connection with the Atlantic seaboard *via* the Baltimore and Ohio Railroad. Passengers can then visit Philadelphia, Baltimore, Washington, &c., by rail, and with no intervening staging or river boating, either by the Wheeling route or by the Ohio and Pennsylvania Railroad, which intersects the S. M. & N. line at Mansfield.

In the consolidation, we believe the interests of all parties have been consulted and will be materially enhanced, and hope and predict for the new Company a successful and prosperous career.—*Sandusky Com. Rep.*

CLEVELAND & NEW YORK RAILROAD.—This road is to run from Ohio City, where it is to connect with the Cleveland and Cincinnati Short Line Road, to the Pennsylvania line, and thence probably to Dunkirk, connecting with the New York and Erie and Buffalo and State line roads.

The ten per cent. of stock required to be taken before the Company could be organized, has been subscribed, $50,000 being taken in Cleveland and Ohio City; $50,000 in Painesville; $75,600 in towns east of Painesville; and $85,000 in Monroe and Livingston counties, N. Y, This has been done without any puffing of the road, it not having been noticed in any paper, and speaks well for the faith of the originators of the project.—*Cleveland Herald.*

TO RAILROAD CONTRACTORS, BUILDERS, &c.—We refer those interested to the advertisement of "*the man with the wheelbarrow.*" Mr. Rockey can supply all orders on the best of terms, and at prices to suit the times.

VICKSBURG, SHREVEPORT AND TEXAS RAILROAD.

We have received the first annual report of the President of the Vicksburg, Shreveport and Texas Railroad Company. From which we gather that there is considerable lukewarmness on the part of the country which is supposed to be most interested, as private subscriptions to the capital stock only amount to a trifle over one-eighth of its proposed capital, as follows:

Subscription on the part of the State of Louisiana,	$800,000
" by private individuals	520,250
" by Parish of Caddo	100,000
" " Ouachita	150,000
" by the City of Shreveport	30,000
	$1,601,250

The amount subscribed by the Parish of Ouachita is contested on the part of the Police Jury.

The capital stock of the company is fixed by the act of the Legislature at $4,000,000. The contemplated length of the road is 207 miles; say from the bank of the river Mississippi, opposite Vicksburg, running westward to Shreveport, on Red River. The estimated cost of building the road, including gradations, bridging, superstructure, motive power, &c., and contingencies at $100,000, is $3,153,342, or average per mile of $15,233. In addition to the capital stock, the company is authorized to borrow four millions of dollars. We think the directors of the company place too great reliance on stock subscriptions. The action of the Police Jury in regard to the subscription of the Parish of Ouachita, is rather unfortunate at the incipiency of so important an undertaking. However, there is nothing like energy and ambition, and if the planters desire to obviate all inconvenience from low water, and protect themselves against combinations of steamboats, they must put their shoulders to the wheel and build the railroad. —*N. O. Daily Delta.*

GREEN BAY AND MADISON RAILROAD.—It gives us pleasure to state that the books of the Green Bay and Madison Railroad Company, were opened in this village on the 2d inst., and $50,000 immediately taken by responsible men of this place and Howard. This is the amount necessary to organize the company and commence operations. We have the best assurance that men of enterprise and capital stand ready to push this road forward to completion at the earliest time possible.—There can be no doubt that the money it will take to build it will prove to be profitably invested.—*Green Bay Advocate.*

☞ GEN. J. K. MOREHEAD, of Pittsburgh, has been elected President of the Chartiers Valley Railroad, and Robert Woods, President of the Steubenville Railroad.

BLANK BOOKS, &C., FOR RAILROADS.—We would call the attention of Railroad Companies, and others, to the advertisement of Messrs. Moore, Anderson, Wilstach and Keys, who manufacture Blank Books to order, and keep on hand extensive supplies of stationery of every kind. We can commend them to our readers as prompt and affable business men.

MR. BRIGHT'S RAILROAD BILL.—Senator Bright, of Indiana, has introduced a bill granting 400,000 acres of the public lands to each of the following named railroad companies, who, jointly, are to construct a continuous railroad from Lake Erie to the mouth of the Ohio river, and to New Orleans and Mobile: The Ohio and New Orleans Railroad from the Mobile and Ohio Railroad, in Tennessee, to Paducah, in Kentucky.—The Ohio River and Wabash Railroad, from Paducah to Vincennes, through Illinois.—The South Western Railroad from Vincennes to Indianapolis. The Toledo and Indianapolis Railway Company from Muncie, Indiana, to the Ohio State line, and the Toledo and Indianapolis Company in Ohio, from Indiana State line to Toledo, at Lake Erie, making a total grant of 2,000,000 of acres of public lands, and these roads are to carry the United States mails free of all charge, and in time of war, to transport troops and munitions free of cost. It was referred to the Committee on Public Lands.

MINERAL POINT RAILROAD.—Mr. Strong, the President of the Mineral Point Railroad Company, returned on the 1st inst., from New York, after an absence of three months. We understand that Mr. Strong has concluded a contract with Messrs. R. & G. L. Schuyler of New York, which secures the completion and equipment of the road within a year. We have not learned the particular provisions of the contract, but understand that it does not require the subscription of any stock in addition to the amount already subscribed, and the payment of only sixty per cent. on subscriptions already made, and that the bonds issued by the county are to be returned to the county and cancelled.—*Mineral Point Tribune,*

D. M. MORROW, ESQ., Superintendent of the Eaton and Hamilton Railroad, has been chosen General Superintendent under the consolidation of running arrangements, spoken of in our last issue. The selection is a good one, and we have no doubt the duties will be discharged satisfactorily to all parties.

CINCINNATI, LOGANSPORT AND CHICAGO RAILROAD.—The following officers have been elected by the Board of this company, viz: J. P. Elliot, President; W. Wright, Vice President; C. K. Hamilton, Treasurer; L. Stanwood and J. W Grubb, Secretaries.

COLUMBUS AND SHELBYVILLE, IA.—The opening of this road was celebrated on Tuesday, Dec. 29th ult. It is 24 miles long, was commenced in May, 1853, and is a branch of the Madison and Indianapolis Railroad.

COVINGTON AND LEXINGTON RAILROAD.—A vote was taken in Covington on Saturday, on the following amendment to the city charter, and it was approved by a large majority:

RAILROADS FROM WASHINGTON.—It is stated on the authority of the *Plough, Loom* and *Anvil*, that arrangements are being made by which the speed over the Philadelphia, Wilmington and Baltimore Railroad will be increased and the fare reduced; that the necessary arrangements are made with the Camden and Amboy Railroad Company, and are only awaiting the action of the Baltimore and Ohio Company, to be at once announced to the public. It is proposed to sell a through ticket from New York to Baltimore at $5, and and a round trip ticket, giving the passenger about three days for $8 50; a through ticket from New York to Washington for $6, and a round trip ticket, giving them from three to four days, for $10. The trip to or from New York to Washington, it is said, is to be made within ten hours. We hope that we may soon realize all these good promises.

MUSCOGEE RAILROAD COMPANY.—At the annual meeting of the Stockholders of the Muscogee Railroad Company, held in the city of Columbus, on the 2d inst., the annual report of Daniel Griffin, Esq., President of the Company, was submitted and unanimously adopted.

There being a majority of the stock represented by the persons present, the stockholders proceeded to the election of seven Directors for the ensuing year, when Daniel Griffin, Richard Patten, Charles J. Williams, Hines Holt, Randolph L. Mott, Patrick Adams, and Henry T. Hall, were elected.

OHIO AND COVINGTON RAILROAD.—In the Virginia House of Representatives, on Monday, it was decided that the gauge of the Ohio and Covington Railroad shall be four feet eight and a half inches, the gauge of the Virginia Central Railroad, and not five feet, as had been proposed. This is the road by which Virginia proposes to connect with the Big Sandy Railroad; and it was argued by the friends of the five foot gauge that its adoption by the Ohio and Covington Railroad, would impose it on the Big Sandy Railroad, and thus that road would be cut off from all other connections, and forced to depend on Virginia alone.

HANNIBAL & ST JOSEPH RAILROAD.—The following gentlemen were elected members of the new Board:

Col. R. M. Stewart, (St. Joseph) President; John D. Dowling and Z. G. Draper, of Hannibal; Wm. P. Samuel, of Ralls, and Richard Martin, Palmyra; John Corby, R. J. Boyd, T. S. Talbot, and J. Curd, of St. Jo, seph.

Mr. Wash, Secretary; John D. Dowling, Assistant.

Thomas S. Miller, of Hannibal, Treasurer; John Corby, of St. Joseph, Assistant.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	93	94
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1850	128	120
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	93	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	84	86
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855-6	97¼	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " "	7	1860	86	90
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga					
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	60
Bellefontaine and Delaware	55	40	50
Bellefontaine and Indiana	50	90	92
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	105	107
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western			
Cin. Wilmington and Zanesville	100	80	87
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	86	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	60	70
Columbus and Xenia	50	108	110
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		100
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami	50	70	80
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	60
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	66	68
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	80	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	70
Marion and Mississinawa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		99	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Mobile and Ohio, Paducah Branch			
Nashville and Chattanooga			
New Albany and Salem	50	55	60
New York and Erie	100	78	80
Northern Indiana		116	118
Ohio Central	50	80	90
Ohio and Indiana		95	75
Ohio and Mississippi	50	87½	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		98	100
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn.			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	91	93

As we are desirous of making these tables as perfec and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122¼	122¾
Do (int. ceases July 1).	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94¼	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	104	105

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	90	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾	1 prem
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	½ pem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$178	$184
80 acre warrants	90	92
40 acre warrants	45	47

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, January 25, 1854.

THE SALES WERE AS FOLLOWS:

50	Shares	Cincinnati, Wilmington & Zanesville Railroad	$75 00
45	"	Cincinnati and Western	38 00
27	"	Dayton and Western R.R.	75 00
30	"	Covington and Lexington R.R.	63 00
15	"	Cincinnati, Hamilton and Dayton R.R.	106 00
20	"	do do do	106 00
15	"	Springfield and Mt. Vernon R.R.	75 00
34	"	Central Indiana R.R.	80 00
30	"	Mad River and Lake Erie	80 25
20	"	Little Miami R.R.	110 00
50	"	Cleveland and Pittsburgh R.R.	86 25
30	"	Covington and Lexington R.R.	63 25
27	"	Mad River and Lake Erie R.R.	80 37½
20	"	Maysville and Lexington R.R.	47 50
10	"	Little Miami	110 00
15	"	Cincinnati, Hamilton and Dayton R.R.	106 00
100	"	Cincinnati and Western	38 00
150	"	do do	38 00
40	"	Cincinnati, Wilmington and Zanesville R.R.	75 00
26	"	Covington and Lexington R.R.	63 00
71	"	Eaton & Hamilton R.R., with $85,75 interest (without reserve)	56 00
60	"	Peru and Indianapolis R.R.	65 00
40	"	do do do	65 00
$1000	Bond	Maysville and Lexington R.R., (2d mortgage)	50 00
"	"	Cincinnati and White Water Canal Company	20 00

THE OFFERS WERE:

New Albany and Salem Railroad	$50 00
Eaton and Hamilton	58 00
Peru & Indianapolis	65 00
Indianapolis and Belfontaine	68 00
Columbus, Piqua and Indiana	65 00
Columbus and Xenia	106 00
Central Ohio	$75 to $80
Lawrenceburg and Upper Mississippi	66 00

MONETARY.

At the East we have to note an increased supply of money, rendering the market comparatively easy. Call loans can be had readily at 7 per cent; Short sight business paper from 7@10 per cent; Railroad Securities from 12@20 per cent.

Foreign Exchange is dull at 109@109⅛; Produce bills 108½@109.

The redemption of the public debt for the last week $201,550, leaving an outstanding balance of $50,820,827.

The Stock market presents no material change from our last quotations. We are indebted to Mr. I. O. Davis, for the following list of sales made by A. H. Nicolay, N. Y., on 19th inst., viz:

$29.000	Mich., So., R.R. Bonds, 7s., 1863..	$80,75@$82,50
$5,000	Buffalo & Pa., State Line R.R Income Bonds, 7s. 1862	$88,50
$1,000	Chicago and Rock Island R.R., 1st Mort'e, Bonds, 7s. 1870	94,00
$2,000	Buffalo and Rochester R.R., Bonds 7s. 1856	$98,25
$5,000	Ill., & Mich., Canal coupon Bonds in't since 1843 @6 per cent., buyer pays interest	$118,00

$30,000 Lyons Iowa, Central R. R., Bond no sale.

161 Shares Litile Miami R.R., ... $108,50@$109,75

3 " N. Y., & Erie R.R. $77,00

Since the above sale, we learn that shares of the Little Miami Railroad have been sold as low as 107, consequent upon the interruption of transportation at Erie.

At the West we can quote money matters as evidently improving; the demand has continued steady, and quite up to the supply. The ruling rates are 1@1½ per cent. per month. The amount of first class paper offering out of doors is very small.

Exchange on the East rates at ¾@1 per cent; On New Orleans par @½ premium.

In our Stock Market we note but little change. Messrs. Hewson and Holmes' Stock reports will cover nearly or quite all the transactions.

The Earnings of the Railroads, for December, as far as heard from, give a large increase over the same month of last year. We note also that several of our roads, upon which work was suspended, or partially so, have again resumed operations.

RICHMOND AND MIAMI RAILROAD ELECTION.—An election for Directors of the Richmond and Miami Railroad took place on the 1st Monday of this month. The following persons were elected:—Wm. Edwards, Jas. Neil, Daniel P. Wiggins, James L. Morrison, Cornelius Ratliff, Benjamin Strattan, S. R. Wiggins, W. W. Lynde, J. H. Hutton, J. Woods, G. T. Steadman, Lewis Burk, Caleb Shearon.—*Richmond Jeffersonian.*

BRIDGE AT THE MIAMI.—The bridge across the Miami river, on the Ohio & Mississippi Railroad has been finished for some days past and the locomotive has been running across it, taking cars loaded with iron and cross ties. It is a very fine bridge, not surpassed in the West. They have got the iron laid on this road as far up as Scott Harrison's residence. In a few weeks at most, our citizens can travel to the "Queen City" by railroad, in a short space of time—say 40 minutes.—*Lawrenceburg Register.*

CINCINNATTI, PERU AND CHICAGO ROAD.—We have conversed with Mr. Gleason, Chief Engineer of this road, who has just finished locating the line from Rochester to Laporte. He says that a route has been found at Tippecanoe, which will lessen the cost of construction at least $100,000, and at the same time give a better line. He says the best of feeling prevails along the line, and that the prospects of the road are most flattering.—*Miami Co. Sentinel.*

ACKNOWLEDGMENTS.

HUNT'S MERCHANTS' MAGAZINE.— The January number of this valuable mercantile journal is at hand, and fully maintains its hitherto high stand among the periodicals of our land. It is edited and published by Freeman Hunt, Esq., New York.

DE BOW'S REVIEW: INDUSTRIAL RESOURCES.—The December number of this valuable monthly came to hand a few days since, filled as usual with valuable statistical and historical matter.

The receipt of this periodical has heretofore been very irregular and uncertain; nor can we tell where the difficulty lies. Several numbers of the last volume have never reached us at all. We regret this as we consider it among the most useful and valuable of our exchanges, and one that we dislike very much to lose.

Advertisements.

CAR MANUFACTORY, Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes, the Washborn wheel, thirty and thirty-three inch, adapted to inside or outside bearing, cast iron frogs steel plated, and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Hanrris' patent, portable bolt forges, bolt heading and bolt cutting machines, upright drills, wheel presses, wood planers, tenoning and mortising machines, &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

Important for Railroads.

THE vulcanized India Rubber Break Springs, now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water siations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as paliable, in the COLDEST of weather, as they are in 150° Fahrenheit heat. Just received and for sale by

TYLER DAVIDSON & CO.,
140 and 142 Main street.

South-Western Car Shops, Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO
JNO. BROUGH, Esq. WINSLOW, LANIER & CO.
jan. 19-1**

OFFICE OF THE AGENCY OF THE
Indianapolis and Cincinnati Junction Railroad Company.
No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz:—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.
January 7th, 1854. jan. 12-tf

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufactnring are UNSURPASSED.

PAGED
BLANK BOOKS,
OF THE
First Qualities made to Order;
AND
STATIONERY
OF ALL KINDS SOLD LOW BY
MOORE, ANDERSON, WILSTACH & KEYS,
Corner of Main and Fourth Streets,
CINCINNATI. jan12-†

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street.

S. C. THOMSON & CO.,
MANUFACTURERS OF
PATENT PAD LOCKS,
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,
Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

NEW BRICK MACHINE.

Now in Successful Operation in Baltimore.

IT is so simple that any common mind can learn to manage it in two or three days. You have merely to shovel clay into a box, and attach a horse to the sweep. The machine tempers the clay and molds the bricks in the most perfect manner, such as the most experienced hand can scarcely equal. When burned they are found to be stronger and more solid than those made in the usual way because the clay is worked stiffer under the pressure of the screw, than it is possible to mold by hand. For a machine driven by steam, the clay is taken direct from the bank and passed through a pulverizer, which removes the stone and prepares it for the soak pit. Supposing the clay at hand, nine men and three boys will mold 15000 bricks per hour. Price $500. A five mold machine worked by a horse, with four men and four boys, will mold 1000 bricks per hour. Price $300. A four mold with the same force, will mold 800 bricks per hour. Price $250. Obtained gold medals from the Maryland Institute, 1853; premium from the Maryland Agricultural Society 1853. For further particulars in a pamplet containing full instructions on Brick burning address.

FRANCIS H. SMITH.
dec-291* Baltimore.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

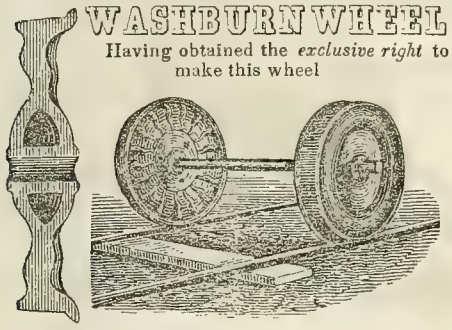
R. M. SHOEMAKER, J. P. SHOEMAKER, A. T. LEVIS, H. Y. SLAYMAKER.

COPARTNERSHIP.
SHOEMAKER, LEVIS & CO.,
SUCCESSORS TO
MORRELL, SHOEMAKER & CO.
MANUFACTURERS OF
Boiler Iron, Railway Chairs & Spikes.
WORKS—Covington, Ky.
STORE, No. 64 EAST COLUMBIA St.
CINCINNATI, O.
January 5, 1854 jan.12-6*

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles—Also, Journal Oil Boxes of any pattern, and Castings or Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2o

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th —The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,
W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

MR. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,
IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

MR. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,
THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

OFFICE OF THE OHIO AND MISSISSIPPI R. R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an instalment of five dollars per share has been called for due and payable at the office of the Company, No. 95 Fourth-street, on the fifteenth day of February, 1854, being the ninth instalment.

By order of the Board
ec22-tf H.H. GOODMAN, Secretary.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co., Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.,

No. 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.

No. 19 West Third Street,

CINCINNATI, O.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange, make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.,

CINCINNATI.

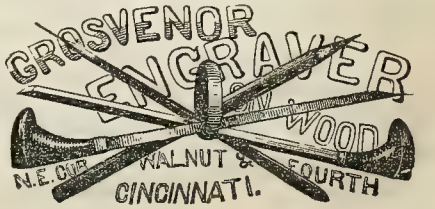
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,

CINCINNATI.

Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.



HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS.

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.
MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

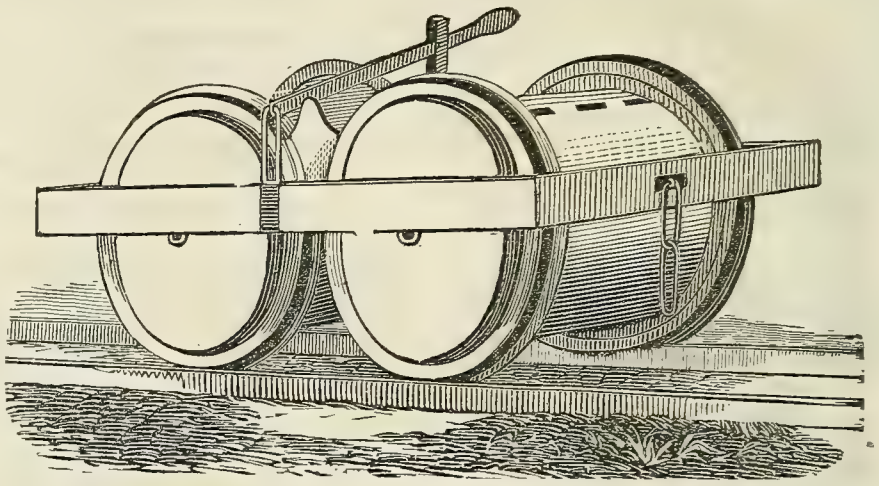
OFFICE DAYTON & CINCINNATI R. R. CO.
CINCINNATI, Dec. 9, 1853.

THE Stockholders of this Company are hereby notified that the Sixth instalment of 10 per cent. on the Capital Stock, is required to be paid on the 10th of January next.

By order of the Board.
dec.22 JOHN C. THORP, Sec'y.

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



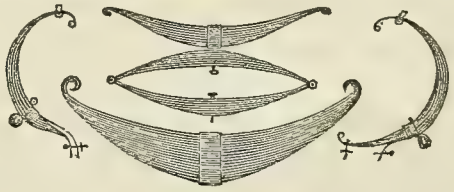
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15–3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga.
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

No. 21 West Fourth St., bet. Main & Walnut,

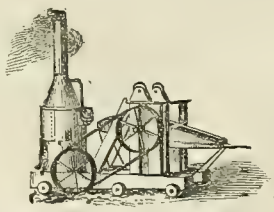
CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

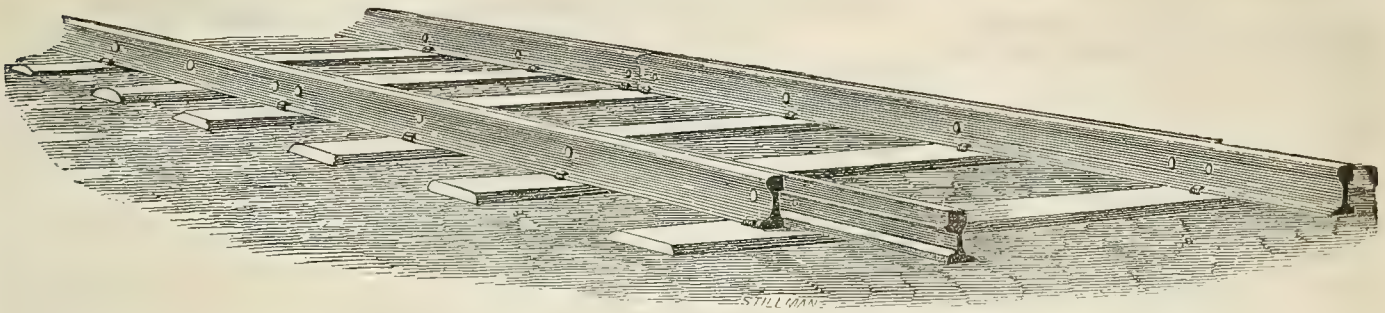


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of ba the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. Th comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.

†mr3

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,

Consulting Engineer,
64 Broadway, N. Y.

May 5-tf

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons.

UPON THE

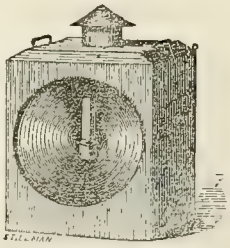
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¼ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;

Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;

5,000 lbs. square do do do do

5,000 lbs. Manhole Rings, all sizes;

5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;

10 doz. do do No. 2;

10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;

15 pieces 4-4 do do

Armitage Anvils,–10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,

mr 3 140 and 142 Main street.

PHILADELPHIA
Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

THE COMPOSITES,

THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,

†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

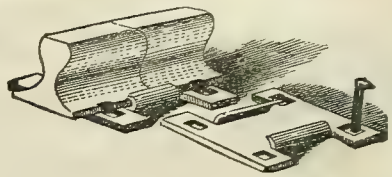
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern**, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,

No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing., American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,

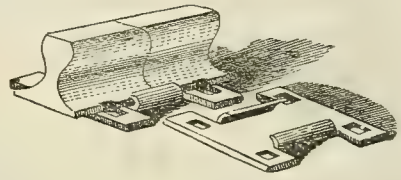
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.

ALFRED BRIDGES,

Late Davenport, Bridges & Co., Fitchburg, Mass.

†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by

†mr 17 GEO. GARDNER & CO., Boston, Mass.

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
JAMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

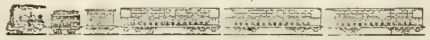
PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

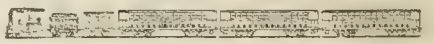
Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati.

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12 50, and 8 05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morning train from, and the evening train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
dec2 2†

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Office of the *Cincinnati, Harrison and Indianapolis Straight Line, and Cincinnati, Indianapolis and Chicago Railroad Companies*, in Cincinnati, until the 23d day of January next, for the Grading, Masonry, Bridging, and the entire construction of the road from the City of Cincinnati to the City of Indianapolis, via, the Whitewater Valley.

Plans and Specifications will be ready for inspection at the Office of the Egineer, (West Third st. Cincinnati, on and after the second day of January next.

Any further information can be obtained by applying to E. M. Gregory, Cincinnati, John Wayne, Brookville Ia., or J. W. Taber, Miamitown O.

E. M. GREGORY, President.
PHINEHAS POMERY, Chief Engineer.
J. W. TABER, } Secretaries.
JOHN WAYNE, }
dec3-tt

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Line.

Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30 o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M.. and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

Railroad Line.

CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex...7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

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E. D. MANSFIELD, EDITOR.

For TERMS and list of Agents, see last column last page.

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HINT TO RAILWAY CODUCTORS.—Professor Silliman, in his late valuable and interesting book of travels in Europe, referring to the rules of railway traveling in Germany says:

"We were surprised at the great length of the railroad trains, and at the deluge of people that poured out of the cars at the different stations. The conductors are much more attentive than with us in giving notice of the length of time that they will stop. Instantly as the cars come to a state of rest, they make proclamation — 'three minutes!' 'five minutes!' 'ten minutes!' or whatever time is allowed, and they are punctual in starting."

If this plan were adopted in the railways of this country, it would be a great improvement. A traveler by railroad never knows how long the train is to stop at any station, unless by intuition—and even if he is so fortunate as to catch the conductor, or any other employee, and asks the question, it is ten to one if he receive other than a gruff and unsatisfactory answer. This thing should be re formed altogether.

THIRTY YEARS' VIEW OF THE NAVIGATION AND COMMERCE OF THE UNITED STATES.

The most surprising thing in the progress of the United States, is the growth of its navigation, and commerce. As the largest part of this growth has arisen from the internal commerce of the country, it will be intimately connected with the railway *system*. We will, therefore, present a brief view of the last thirty years' growth in navigation, ship-building, the coasting trade, and fisheries.

1. *Of Navigation.* The increase of tonnage in the United States for the last thirty years has been thus:

In 1822,	1,324,699	tons
" 1827,	1,620,607	"
" 1832,	1,439,450	"
" 1837,	1,896,685	"
" 1842,	2,092,390	"
" 1847,	2,839,045	"
" 1852,	4,138,440	"

From 1822 to 1832, the increase was 12 per cent. From 1832 to 1842, the increase was 45 per cent; and from 1842 to 1852, the increase was 100 per cent.

From 1822 to 1852 the increase of population was 150 per cent; but the increase of our national tonnage was 200 per cent. Our commerce, therefore, increases much faster than our population; proving the rapid development of productive industry. The cultivation of the soil, causing increased crops, and the multiplication of fabrics, causing increased exchange, have thus increased the aggregate commerce of the nation to a most surprising extent.

2. *Of Ship-Building.* This is now immense. The following shows the amount for the same years, given above, viz:

In 1822 built	75,346	tons
" 1827 "	104,342	"
" 1832 "	144,539	"
" 1837 "	122,987	"
" 1842 "	129,083	"
" 1847 "	223,732	"
" 1852 "	351,493	"

The increase in ship-building since 1822 is 330 per cent. In the five years, ending with 1822, there were built in the United States 7,559 vessels of 1,496,566 tons. The increase in the *aggregate* tonnage in that time was 1,299,395. The difference between these sums, viz: 197,171 tons, represent what was *worn out* or *destroyed*.

The increase of *Steam Vessels* built since 1822 will very fairly represent the increase in the *internal trade* of the country:

From 1822 to 1827 steam vessels built			159
" 1827 to 1832	"	"	247
" 1832 to 1837	"	"	422
" 1837 to 1842	"	"	494
" 1842 to 1847	"	"	828
" 1847 to 1852	"	"	1,034

Thus the increase of steamboat building since 1822 is full 550 per cent! The commercial steam marine of the United States now numbers *fifteen hundred vessels* of 450,000 tons! This exceeds the steam marine of Great Britain in number of vessels, and by far in tonnage.

The largest part of the steam vessels are built in ths interior, and run on rivers, Of 259 steam vessels built in 1852, there were built

In Pittsburgh,	55
" Cincinnati,	45
" Louisville, and New Albany,	27
" Cleveland District,	7
" St. Louis,	6
" Nashville,	5
" New Orleans,	4
" Detroit, and Mackinaw,	7
60 per cent of the whole,	156

3. *Of the Coasting Trade and Fisheries.* The proportion of tonnage employed in the coasting trade and fisheries, also illustrates very clearly the great increase of internal commerce. In 1852 the proportions of tonnage thus employed were—

In the coasting trade,	2,008,021 tons.
In the whale fishery,	193,797 "
In the cod fishery,	102,559 "
In the mackerel fishery,	72,546 "
Total,	2,377,003 tons.

Thus we find considerably more than half the entire tonnage of the United States employed in our domestic trade, or rather, in that whose voyages and returns, are wholly within our own circuit..

No country on earth presents any such growth as this, in commerce. The peculiar genius of the American people for locomotion and commerce is thus developed, in a most extraordinary manner. For the last thirty years commerce with all nations has been uninterrupted, and our country has been extending its ports, and cities far into the interior. The result has been that navigation and commerce is, with America, co-extensive with the globe, and the world has never seen anything like the marvelous growth of shipping, of trade, and of locomotion of all kinds, which is now exhibited in the United States.

It is far more extraordinary than our growth in population. The great nations of anti quity were insignificant in commerce, as compared with us; and Great Britain now, nor France, nor any other country has, or can have such a vast development of interior commerce as is exhibited in the interior of this country, whose vast rivers and fertile lands have, within a genial climate, no parallel.

The river coast of this country is estimated at 30,000 miles, and the lake coast is about 10,000 miles; so that here we have forty thousand miles of coast navigation; and this immense distance is filling up with cities, towns, and villages, each one of which forms *a point of departure for steam vessels and a depot for railways.*

It is this grand fact of such a vast interior coast, which gives a supremacy to this country in commerce, and a development of resources which has had no equal. It is perfectly obvious that the railway system would never have been one-fourth what it is, and will be, but for this interior navigation. It is the Ohio river which has made Cincinnati, Pittsburgh, Wheeling, and Louisville marts of commerce; and it is around these marts that the great interior lines of railway center.

To supply this coast of the rivers and lakes with vessels enough to perform the functions of commerce, there must be continual shipbuilding, and there is. Below we give a table of the vessels (sail and steam) built on the lakes and rivers of the interior for 1852:

	SAIL VESSELS.	STEAMERS.
Lake Ontario,	13	—
Lake Erie,	18	7
Lake Michigan,	26	—
Lake Huron & St. Clair,	9	7
Lake Superior,	—	—
Ohio river,	1	137
Cumberland river,	—	5
Mississippi river,	17	10
	—	—
Total,	84	166
Tonnage,	50.097 tons.	

Here are 250 vessels and steamers, of 50-000 tons, built in a single year on the lakes and rivers of the interior. But this, by no means represents the whole internal *water navigation.* On the Ohio, Cumberland, Tennessee, Wabash, Mississippi, &c., are annually built, and sent down to the lower ports, whence *they never return,* thousands of flatboats.

We shall be within limits when we say that *four thousand flat-boats* annually descend the Western rivers. These "flats" (as they are called) carry 100,000 tons of produce, perhaps much more.

But even this does not include the whole of water vessels. Canal boats make a numerous class of water vessels. On all the canals of the West there are thousands of canal boats, and many are built every year.

The internal commerce of this country presents a case in which reality outstrips all imagination. No mind, untutored in the great facts of commercial history, would form any just estimate of its magnitude, and importance. It far transcends the aggregate of foreign commerce. The value of the commerce on three of the great water outlets of the interior has been thus estimated—

On the Hudson, its canals and railways	$190,428,757
On the St. Lawrence	22,110,582
On the Mississippi river	146,926,490
Aggregate	$359,465,829

This represents *only* the produce and merchandise which arrived at and departed from *three* of the principal ports. To these may be added $50,000,000 for Philadelphia, and Baltimore. But this *four hundred millions* represent only those amounts which begin or end their transition from *exterior* points. A far greater amount than this is that whose transition is wholly *between interior points.* Besides these again, is the whole value of the coasting trade, which employs two millions of tons of shipping.

Whoever looks at the interior commerce of this country, and considers that the materials of that commerce, mineral, agricultural and manufacturing, are accumulating with unprecedented rapidity, and that this is a nation, in which change of place is a personal event with the whole population, will readily see that it will be long before railways will be increased to such an extent as to fail in remunerative profits. They may be made too fast for *present* means, but they will not be made too fast for the wants of the country. One great fact is a sufficient answer to all who fear we are to be *overdone* with railways. It is, that in *seven years' time the increase of business on any railway is enough in itself to give ample profits to the road.*

Cleveland and Zanesville Railroad.—The annual meeting of this Company was held at Akron on the 12th ult., when the third annual report was read and accepted; from it we learn that about one million of dollars have been expended on the work, and that the road will be open at an early day to Millersburg, in the county of Holmes; that all the surveys are completed and the work is ready for contract, and only awaiting the subscription of a sufficient amount of stock to warrant its completion. A dividend of five per cent for the last six months was declared from the earnings of that part of the road now in use.

The meeting of Stockholders was large, over $400,000 of the stock being represented, and the old Board, namely—Simon Perkins, J. W. McMillen, H. N. Day, John Carey, Wm. Gallagher, H. A. Miller, and M. W. Henry, were unanimously re-elected.

At a subsequent meeting of the Board, the following officers were chosen:

President, Simon Perkins; Secretary, H. N. Day; Treasurer and Financial Agent, J. W. McMillen; Auditor, Fred. K. Wadsworth.

IRON RAILROAD.

We are indebted to J. O. Willard, Esq., President of this Company for the following items relative to the "Iron Railroad Company," in compliance with our request.

It was chartered March 17, 1847.

Rail, flat bar; gauge, 4 feet 10 inches.

Its length, completed	13 miles
Cost of Construction	$146,810,000
Cost per mile	11,294,000
Amount of stock subscribed	$123,700
" " bonds issued	50,000
Rate of interest on bonds	7 per ct.
Our remaining stock and real estate have cost about thirty thousand dollars	$ 30,000
To this add construction	146,810
And you have our expenditures	$176,810

To pay this, we have our stock subscriptions, as per enclosed (above,) the proceeds of $50,000 bonds, sold in New York, at 90 cents to the dollar, and about $12,000 advanced by furnace owners to complete the road to its present terminus; which advance was to be, and has been this past year paid, by transportation on the road. Our stock subscription has not all been paid up, but we have no doubt will be all paid. Our present position is as follows, viz: A road laid 13 miles with flat rail, 2 locomotives, 1 passenger car, six 8 wheel freight cars, 40 or 45 4 wheel freight cars and 2 hand cars, with no present indebtedness worth mentioning.

Receipts and expenses for the year ending January 1st, 1854.

RECEIPTS.

Freight transportation		$26,680 91
Passenger "		4,153 20
Total		$30,834 11

EXPENSES.

Repair of Roads	$3,602 42	
" Cars	690 23	
" Locomotives	1,084 47	
Fuel and oil	1,125 76	
Train Expenses	4,678 21	
Incidental "	2,333 14	
Interest on bonds and acc't	4,017 92	
Total		$17,532 15
Net profits		$13,301 96

I am sir, with much respect,

Your obedient servant,

Samuel Richards, Sec'ty.

Milwaukee and Mississippi Railroad Election.—At the annual election for Directors of this company, the amount of stock represented was $986,000. The following gentlemen were elected:

John Catlin, E. B. Wolcott, E. Cramer, A. Mitchell, A. E. Ray, A. Finch jr., S. C. Hall, H. L. Dousman, G. H. Walker, E. D. Holton, H. Crocker, S. H. Alden, J. Cobb, J. Goodrich, W. A. Barstow.

COLUMBIA AND IRON MOUNTAIN BRANCH OF CAIRO AND FULTON RAILROAD.

An adjourned Railroad Convention was held at Benton, Scott county, Mo., on the 14th and 15th of November ult., to consider railroad matters, and promote the best interests of that section. The chief object being to locate that portion of the Cairo and Fulton Railroad lying within the State of Missouri. The line reccommended by the Convention is from the Arkansas line, *via* Bloomfield, in Stoddard county,and thence in a nearlystraight line to Cairo.

The consideration of the southerly extension of the Iron Mountain road, so as to form a connection with the Mobile and Charleston roads was then taken up, and it was resolved: "That we believe it will be a saving of time and money, and afford facilities for business, to connect the Iron Mountain road with the Cairo and Fulton road at the nearest practicable point, and running the same road to some point near Charleston,in Mississippi Co., and from thence make a branch to connect with the Mobile road at Columbus, and also with the Nashville road at Hickman."

After the adjournment of the Convention on the second day, a Company was organized under the title at the head of this article, under the General Railroad Law of the state, to use the same track from Charleston to some suitable point of divergence to the Iron Mountain.

The following Board of Directors and Officers were chosen, viz:

E. J. Bullock, Ky.; J. G. Kitchen; James Nations; George Whitcomb; A. S. Henderson; John Barnes; A. Hunter.

A. Hunter, President; Charles D. Cook, Treasurer; A. Waugh, Secretary.

CHICAGO AND ROCK ISLAND RAILROAD.—At the annual meeting of the stockholders of the above road, the following board of Directors were elected for the ensuing year:

John B. Jarvis, Azariah C. Flagg, New York; William Walcott, Utica; Rufus H. King, Albany; Geo. Bliss, Springfield, Mass.; John Stryker, Rome; N. D. Ellwood, Joliet; Isaac Cook, N. B. Budd, Chicago; T. D. Brewster, Peru; Lemuel Andrews, Rock Island; James Grant, E. Cook, Davenport.

Subsequently the Directors elected the following gentlemen, officers of the Board:

John B. Jervis, President; A. C. Flagg, Treasurer; Isaac Cook, Assistant Treasurer; N. D. Elwood, Secretary.

EAST TENNESSEE AND GEORGIA RAILROAD.—We see by the *Loudon Free Press* that Attorney General, W. G. Swan, of Tennessee, has decided that the East Tennessee and Georgia Railroad is entitled to the $8,000 per mile ($130,000) state aid, being the amount paid by the company for iron and equipment prior to the passage of the act granting that amount to every road within the state.

MOBILE AND OHIO RAILROAD.

From an estimate made by Capt. John Childe, Chief Engineer of this road, in a letter to Joshua Richardson, of the Tennessee Legislature, we gather the following items of cost per mile of the Mobile and Ohio road equipped ready for running. Taking actual contracts as the basis of prices—

108 tons of rails per mile, at $73 per ton, divided on the road	$7,884,00
6 tons of joint pieces, and bolts, at $90 per ton	540,00
Laying track, and switches, including spikes, castings and forging therefor,	700,00
Buildings, turn-tables, water and water fixtures	700,00
One engine, for six miles of road at $9,500	1,583,00
One passenger car to each ten miles of road at $2,200	220,00
Three freight cars to each ten miles of road at $660,2-3 *	995,00
One gravel car to four miles	75,00
Total	$12,697,00

*There seems to be some error in this calculation, though it will not interfere with the main calculation showing that fully $12,000 per mile will be necessary to *iron* and equip a road in Tennessee or Alabama, and elsewhere indeed.

A bill has been introduced in the Legislature of Alabama which proposes to loan the credit of the state, to the extent of $500,000, in aid of the Mobile and Ohio Company. The State Bank commissioner has in his hands a number of North Carolina and Virginia state bonds, which it is proposed he shall advance to the railroad company at cost, returnable in 1858, with 8 per cent interest, provided the Company give a mortgage of its road (within the state) and all its equipments.

COMPLETION OF THE CHATTANOOGA & NASHVILLE RAILROAD.—From a paragraph in the *Chattanooga Advertiser* of the 7th ult., we are led to infer that the above road is now finished, and that the Capital of Tennessee and the queen city of Georgia are at last connected by one continuous line of railroad. The *Advertiser* says:

"This will be the commencement of a new epoch in the development of the capabilities of Tennessee, and for affording new facilities for transporting our domestic products to the sea coast, as also for the reception of goods and merchandise by our merchants, as well as those in the interior, both from the Atlantic markets and Nashville.

"Owing to the depressed state of the financial condition of the country, we understand this Company have been unable to dispose of their bonds on as favorable terms as the state and condition of the road ought to warrant, and that they are applying to the Legislature for the indorsement of the state to enable them to present par securities in the money markets. We can see no reason why the indorsement should not be obtained; nor, indeed, why it should meet with opposition from any quarter."

INDIANAPOLS AND CINCINNATI RAILROAD.

We learn from the Indianapolis *Journal* that Col. Thomas A. Morris, has been elected President of the Indianapolis and Cincinnati Railroad, in place of Geo. H. Dunn, deceased. This is a most excellent selection, as Col. M. is not only the most accomplished Civil Engineer in Indiana, but has had many years' experience in railroad matters.—*Ind. Sentinel.*

In making this announcement, we will take occasion to apologize for our seeming neglect in not noticing the decease of the late President of this Company, Judge Dunn, which occurred on Thursday the 12th ult.

We had an obituary notice written and in type; but by an oversight it did not get into the form.

Though we had not the pleasure of a personal acquaintance with Judge Dunn, yet are we well aware of his usefulness while in life; to him is the construction of the Indianapolis and Cincinnati road entirely due; by his energy and untiring efforts, exerted in the face of strong opposition, the connection of Lawrenceburg with the state Capital was made. For some time prior to his decease he had been confined to his room. His death was a great loss to the community at large, as well as to the large circle of his friends and relatives,

---

NEW RAILROAD PROJECTS IN ILLINOIS.

There is no State in the Union more prolific in railroads than Illinois, and it is equally true that no state is better adapted to railroad improvements than this; indeed railroads have become a *sine qua non* with Illinois. Her broad prairies, unsurpassed in fertility by any other land in the world, are illy calculated, however, for common roads, as they become almost impassible in winter, rendering the iron road absolutely necessary.

The new projects, above alluded to are as follows: THE ILLINOIS RIVER RAILROAD, starting from Jacksonville, passing through Virginia, Bath and the river towns to Lasalle.—The other is called "THE UPPER AND LOWER MISSISSIPPI RAILROAD," and starts from the same Southern terminus, passing *via* Beardstown to Rock Island, on the Mississippi river.

The object of both roads is to do away with the obstruction of the Mississippi and Illinois rivers. These roads will both unite at Jacksonville, or probably a few miles to the north of that town, and thence connect with Alton, *via* the Alton and Jacksonville railroad, opening a direct line, regardless of river navigation.

On the 8th November ult., a vote was taken in Cass county, upon the proposition to subscribe $50,000, in cash to these roads. The result was 1393 ayes, 93 nays. On the 14th ult., a vote was taken in Mason county, to subscribe $50,000 to the Illinois river company. The result has not yet reached us.

MARIETTA AND CINCINNATI RAILROAD.

A gentleman of Sandusky recently visited Chilicothe, and after his return home communicated a very interesting letter to the *Scioto Gazette* in reference to his visit. The following extract from his communication relative to this road, will show the estimation in which the work and the officers of the Company are held by a gentleman engaged in the same pursuits, but so far removed that personal prejudices and interests are not likely to enter into the account. The letter is dated, Sandusky, Dec. 19:

"A railroad man naturally enough feels the deepest interest in the business of his profession. It was so with me in reference to the Marietta and Cincinnati road, leading me on my first arrival to that part of the road west of the city. A most casual glance at the iron and superstructure, will convince any one that praises, though numerous, have not been too lavishly bestowed. All the elements of a first-class road are here combined. The long curvatures, where curves can not be avoided; the slight grades, where grades must be made; the compound iron of seventy-five pounds to the yard; ties of large size, and plenty of them; bridges and masonry of the very best kind; and last, though not least, the ties imbedded in gravel to such an extent as would put to shame most of the best ballasted roads in the country. This should make it the pride, as it will be the interest financially of all interested. That such a road may be worked at half the expense in wear and tear of ordinary roads, will not admit of a douht. A high rate of speed with perfect safety; a greatly increased tonnage with the same locomotive power, and the slight expense of keeping up the road-bed, are some of the advantages the Marietta and Cincinnati road will have over any road with which I am acquainted.

"It is an old and trite saying, that no man should engage in a business, no matter how well qualified he may be, unless his attachment for that business is greater than for all others.

"I think those interested in the progress and prosperity of your road will not have reason to complain of some of the officers taking this maxim as their guide. I could not but feel when I called to see them that I was trespassing upon time, considered by them more valuable than an extended conversation with an old acquaintance. With such men the Company may safely intrust their magnificent enterprise. I speak more particularly of the Treasurer and Secretary with whom I am best acquainted, and doubt not but all the rest are equally devoted."

BELLEFONTAINE AND INDIANA RAILROAD: ELECTION.—At a meeting of the Stockholders of this Company held January 11, 1854, the following gentlemen were elected to serve as Directors, for the ensuing year, viz: J. H. Godman, Levi Harston, John Mills, R. H. Canby, Orson Patten, W. A Otis and T. P. Handy.

At a subsequent meeting of the Directors, the board was organized by the election of the following officers; President, James H. Godman; Secretary, John M. Townsend; Treasurer, W. W. Conklin.

A TESTIMONIAL.—We see in the *Indianapolis Journal*, by the correspondence published, that Mr. Notingham, Superintendent of the Indiana and Bellefontaine, and Bellefontaine and Indianapolis Railroads, has presented to Mr. Martin Hall, on behalf of the companies, a gold hunting watch, as a testimonial to his services and in consideration of killing the least live stock while running passenger trains. We notice that several roads throughout the country have recently offered premiums for faithful services on the part of employees, and the system seems to work well, not only for the companies interested but for the public. Mr. Hall may well prize highly this handsome acknowledgement of his care and ability, and Mr. Nottingham has shown by the sentiments he expreesses in his letter, that he posses excellent qualities of head and heart.

CENTRAL ROAD ORGANIZED.—The Mississippi Central and Tennessee Road was organized at Jackson on the 4th inst., by the election of the following gentlemen as the Board of Directors;

John H. Bills, James Toone, L. A. Puckett, J. B. Harris, M. Brown, A. Jackson, G. Bright, E. P. McNeal, M. A. Trice, E. Polk, J. Caruthers, W. E. Butler.

The Directors were to assemble at Bolivia, on Saturday the 7th ult., to elect a President of the Board.

☞ The election recently held in Connersville for the Directors in the Junction Railroad, resulted in the re-election of the old Board. The following are the officers of the Company:

John Woods, of Hamilton, President; Wm. Tindal, of Connersville, Treasurer; J. Leech, of Connersville, Secretary; A. H. Campbell, of Liberty, Chief Engineer.

MARION AND MISSISSINEWA VALLEY RAILROAD.—The annual election of the Board of Directors of the Marion and Mississinewa Valley Railroad Company was held on Monday the 2d ult. The following Board of Directors was elected:

Joseph Lomax, James Brownlee, Fielding S. McKinney, Nathan W. Frazier, James Wickersham, Joseph G. Vanhorn, Amos M. Hackney, William C. Bundrant, Chancey D. Dakin, John Wilson, Alfred Lenox, Joel N. Converse, Joseph J. McKinney.

The next day after, the Board convened and elected the following officers:

Joseph Lomax, President; Ambrose W. Henley, Secretary; David Shunk, Treasurer; Josiah D. Cook, Engineer, and Andrew J. Nefe, Land Agent.

☞ A vote was taken in Anderson county, Ky., on the 19th ult., with reference to a subscription of county bonds to the branch of the Louisville and Frankfort Railroad, and the proposition was defeated.

THE GREAT MIAMI BRIDGE.—The immense bridge, built by the Ohio and Mississippi Railroad Company across the Great Miami River, about a quarter of a mile from its mouth, and two miles from Lawrenceburgh, is so far completed as to allow trains to pass over it.

At the first trial of the bridge, a twenty-seven ton locomotive and tender, with platform cars heavily ladened with cross-ties, &c., passed over the bridge at all rates of speed under forty miles an hour, and at one time stopping in the center of each span, without causing the least creak or vibration.

The bridge consists of four spans, each two hundred and ten feet long—making a total length of eight hundred and forty feet. The piers and abutments are of substantial masonry, laid in cement. The bridge was built by Messrs. McCullam & Brundage, under the direction and superintendence of Francis Pruyn, Esq., Civil Engineer on the O. & M. R. R.

☞ A RAILROAD CONVENTION was held in Fort Smith, Arkansas, commencing on the 5th ult., and remained in session three days. Resolutions were passed asking the congress of the United States to donate a grant of land to the Western Border Railroad, and invoking the General Assembly of Arkansas to cause a geological survey of the state. Delegates were present from eight counties.

CEVELAND AND NEW YORK RAILROAD.

In our last number we spoke of this project, but gave no particulars. From the Toledo Blade we gather the following:

"A company has organized under the General Railroad Law, and in a few days the books will be open for subscriptions to what is called the "Cleveland and New York City Railroad." This road is intended to run from Cleveland to Erie, and then connect with the Erie City road at a point about fifty miles from Dunkirk. The advantages of this road for freight, especially, will be very obvious, as it will give an unbroken gauge of six feet from the Cuyahoga river to Jersey city.

The road from Little Valley on the New York and Erie road to the City of Erie is now building under a charter which admits a branch road from Erie to the Ohio State line. The project now is to lay a six feet track from Little Valley to Erie city, thus saving some thirty miles over the Dunkirk route, thence to the Ohio State line as a branch road under the same charter, thence to Ohio City under the new General Railroad Law of Ohio which admits of any gauge, instead of being restricted to the four feet ten inches, as the old law required."

The only objection to this is that it makes Erie a point upon the line, though it is questionable whether Pennsylvania, with her prejudiced and narrow views of state policy, will allow a straight line from the Erie road direct to the Ohio State line.

☞ AT THE ANNUAL meeting of the Boston and Lowell Railroad Company, it was stated that the net profits of the road the last year were $114,098 34.

Communications.

We are under very many obligations to Mr. Claiborne for his attention, and shall gladly receive any further communications he may see fit to send us.

The roads he mentions are those chartered prior to the present bill. Those mentioned in this bill are as follows:

Edgefield and Kentucky Railroad.
Southern Central.
Knoxville and Kentucky.
Mississippi Central and Tennessee.
Tennessee, Western and Charleston.
Cumberland Gap, Cin'ti and Charleston.

The principle feature of this bill is the additional aid of $2,000 per mile to each road, and an additional $100,000 to such of them as cross the Tennessee river, to aid in the construction of bridges, We are pleased to see that liberal policy on the part of this state; and feel confident that though the outlay may at first be large, yet the future receipts will more than amply repay the venture. Not only will the railroad companies, be benefitted, but the entire State will receive an onward impulse, the productiveness of the country, will be still further stimulated by the increase of price, consequent upon the ready access to market, and a choice of markets too, afforded by railways; and the increase of wealth among producers, will cause a corresponding increase among all other classes. Tennessee has long suffered for the want of these very facilities. We now sincerely trust that a better day is dawning upon her, and that ere long it will burst in into the bright effulgence of the fully risen sun of prosperity and success.

For the Railroad Record.

Dear Sir :—Thinking it might be interesting to you to have some additional information in relation to the railroads of this state, I herein enclose a bill which is on the third reading in the lower House of our Legislature, in which as it was misprinted, I have made some alterations. You will perceive that this bill increases the state aid from 8 to $10,000 per mile, to those roads included in the act of 11th February, 1852; they are the following :

East Tennessee and Virginia,
Chattanoogo, Harrison, Georgetown and Charleston.
Nashville and North Western.
Louisville and Nashville.
South Western.
McMinnville and Manchester.
Memphis and Charleston.
Nashville and Southern.
Mobile and Ohio.
Nashville and Memphis.
Nashville and Cincinnati.
East Tennessee and Georgia.
Memphis, Clarksville and Louisville.
Winchester and Alabama.

I am not prepared to give you the length of these roads, nor of those mentioned in the bill now enclosed to you.

The bill provides for a State loan of $100,000 to the Nashville and North Western Railroad Co., to aid in bridging the Tennessee, and a like amount to such other Companies whose roads cross that river and the Cumberland.

The aid given by the act of 1852, to the *Nashville and Memphis Road* is by this bill transferred to the *Memphis and Louisville Road*.

The Nashville and North Western Road has no competitor in an east and west line, from the cities of Louisville and St. Louis on the north, to the Alabama line and Memphis on the south, thus giving additional importance to our road.

From time to time, as anything of interest may occur in relation to our Tennessee roads, (as you may perceive that our state is *alive* on that subject,) I will advise you should you desire it.

Very Respectfully,
H. L. Claiborne,
Secretary N. & N, W. Railroad.

Office Nashville and North Western R. R.
Nashville, Jan. 23, 1854.

LICKING RIVER BRIDGE.

For the Railroad Record.

Mr. Editor:—The day has gone by when, like King James entering upon the dominion of England, we have to exclaim, "Is there never a mon that can boo (bow) *stanes* to build a brig!" Iron, the great instrument of civilization, has made the question unnecessary, changing the ponderous designs of ancient days, to light ærial structures of modern engineering and modern economy; but occasionally a startling calamity arouses the attention of good, easy, non-thinkers, thrusting them back on the grumbler's fairy land, the good old times. Such an accident has recently occurred in our sister city, Covington; and the event invites an inquiry as to the merits of a construction, which, breaking from its anchorage at its bare completion, like the "baseless fabric of a vision, leaves not a wreck behind."

Though not strictly within the bounds of railroad interest in the consideration, yet it will not be inappropriate for two or three reasons, in the pages of the *Railroad Record*.

The first and most important is, that in the grand branch of political economy which is now being elaborated in the Western valleys, if we wish to remain sectional we will make the termini of our railroads at such natural barriers as the Ohio, Mississippi, &c., but if commensurate with the idea of our Union, we wish still more to cement our good feeling and interest, then we will familiarize our ideas with the leading principles of a system of construction which can alone secure these liberal and commercial advantages. It is owing to the enormous expense attendant upon crossing large rivers with timber and stone bridges, in conjunction with other inherent disadvantages, that the communications have only been made under the greatest necessity. There has been no system of recognition of these as being important links in the rapid extension of American enterprise and advancement; and why? Because there is not confidence among commercial men in the suspension principle, the only plan by which these obstacles can be overcome with sufficient economy; and now, when the full tide of skill and capital are combining to mark out trails for the iron horse, and iron, all iron, is the watchword, the first enterprise of this kind, near home, goes down with a crash, and respondents to improvements of this character have their confidence shaken, forgetting that under late improvements, their economy, lasting qualities and capabilities are undoubtedly insured.

It is needless, however, to multiply reasons; the interest of the question comes home to all engaged in adding to the wealth of the country. The principles and calculations by which catenaries are investigated establish with more certainty what load may be borne with safety than in any other form of roadway; and knowing these principles we are enabled to conquer all difficulties and requirements that circumstances may suggest.

The characteristics of a superior suspended bridge are cheapness, ample extent of platform, freedom for navigation, *rigidity of structure*, strength to carry the load and be built of materials which possess the greatest lasting qualities. The most superficial observer, in looking at the usual form of suspension by passing cables over towers at each end, would at once perceive that a small force would start the oscillation of the whole structure; thus producing a serious depreciation of the bridge, ultimately, indeed, making it commit suicide. So important is this qualification of rigidity that in this point has lain hitherto its non-application to railroad purposes. Numerous have been the suggestive hints to overcome this difficulty, many of them possessing merit and ingenuity, but all taking for their base the old form of suspension bridge as at first originated.

It will be proper now to see if the effort to span the Licking river was based upon modern improvements—if durability was a prime consideration, and if its scientific proportions are incontestible. The general features of the bridge are, its being made in one opening of 550 feet with timber approaches independent of the middle span, the catenaries being supported on four brick towers about 29 feet high, with a top area from 5 to 6 feet square; on each side of the bridge four wire ropes were carried over the towers to the anchorage 100 feet from the center of the brick pillars;

the platform 23 feet wide, with an arched roadway to the middle of the bridge. The cables have each a sectional area of 7.06 inches which gives an aggregate safe working strength of 567 tons; but in the manufacturing of them a vital error was made in not wrapping the whole surface with fine wire; the consequence of such an oversight is that the cables are weakened in a great proportion, by not being strained simultaneously, and even now, at this early date, they show symptoms of that insidious disease of iron, oxydation. It may be observed, from the same cause, that the chafing of the friction rollers have parted and flattened the cables considerably. A cable for this purpose should present a clear, even surface all its length, binding each wire in close union with its neighbor, and producing combined action.

The immediate cause of this accident is in the miscalculation of the forces of the anchorage—they have but a working strength, if made from the *best* iron, of 447 tons; but being made of bad boiled iron, their tensile property could not be more than one-third that of a selected quality of iron. There is no part of a suspension bridge in which an excess of strength is more needed than in the anchorage. Here lie the muscle and sinews of the structure, and lying away from light, inaccessible. (an oversight in judgment), there, ought to be provision for examination.

In the Covington bridge it was requisite to meet the forces, safety, security, with six or eight times the strength sufficient for ordinary purposes. We thus see that in the essentials, the attenuation of economy rather than real saving, is a heavy expense to the cities of Covington and Newport.

In estimating what ought to be the real carrying support, from approximate weights and data acknowledged as the united experience of all Engineers, the tensile strain of cables, resulting from weight of material and transitory load, would be 714 tons, which is 267 tons more than the strength of the anchorage would bear, if in right quality; but being reduced in strength through inferior material to about 149 tons value. Twenty head of cattle, assisted by the natural oscilla- and undulation, the consequence of its primary construction on the swing form, made a wreck of its fair proportions, and elicited from its load an involuntary imitation of Sam Patch. The suspension floor rods are of ample strength, but here again comes an unfortunate weakening system from too much economy. The rods are brought down from the cables and go directly through the joists of the bridge and have a nut on the under side. We will now suppose that the tension of each rod is represented by 10, and of pine wood by 3, it will require no deep penetration to perceive that long before the safe limit of the iron was stretched the timber would be drawn from the bolt, particularly if strain and age should widen the point of connection between the iron and wood.

There has been no attempt made in this letter to scientifically analyze the demerits of this bridge, yet there are points which mathematical laws would pronounce judgment upon, as instance the extra strain upon the Newport side, and not taking advantage of the weight of the approaches as a means of counterbalance of extra strain upon the center.

To conclude, the accident is worth noting, as an example and careful consideration for those engaged in railroads and like improvements. Truly yours,

JAMES T. HOGANE, *C. E.*

NORRIS' RAILWAY JOINT CHAIR.

The following paper on Mr. Norris' new joint chair was read at the last meeting of the Institution of Mechanical Engineers at Birmingham:

In bringing before the Institution a plan of joint chair for railways, it would be unnecessary to expatiate on the advantages of a *firm joint*, as regards economy of maintenance of the road and rolling stock, and safety.

The object of this paper is to describe a method which has been in use on a crowded part of the London and North-Western Railway for above eighteen months, during which time it has stood well and is now being extensively used on the same line.

The plan is to cast a chair, or coupling on the rails at the joints as they lie in the line, by means of chills and a portable cupola. The hot metal flowing freely into the chill is allowed to come in close contact with the rails, and in cooling, contracts so as to grip the ends of the rails firmly together. The great object to be obtained is the converting of the rail into a continuous girder, which shall not deflect at the joint more than at any other part; every successive year's experience having forced the attention of engineers and others to this point, to attain which many plans have been tried with more or less success.

Whatever mode of joint is adopted, or whatever the method of jointing the ends of rails, it is necessary that a certain allowance should be made for the longitudinal motion caused by the expansion and contraction of the rail.—This object is attained, wherever necessary, by putting the chills, previously heated, on the ends of the rails for a short time, until they become hot, when they are taken off, and a thin wash of loam and blacking is laid upon the rail end, which instantly dries on, and when the melted iron is poured against it, absolute contact with the rail is prevented. Although provision is thus made for the expansive and contractive force of the rail the cavity in the chair being paralliel to the rail, clips it sufficiently tight to prevent any vertical or lateral motion of the rails; the amount of surface of contact between the rail and chair is about 100 square inches, being 50 square inches to each rail end.

This surface prevents any perceptible wear taking place on the rail ends from the longitudinal motion of expansion; and as no motion can take place vertically or laterally, no shock can take place by the action of the wheels so that the joint will remain good for years, which has been confirmed by practice, so far as it has gone.

The operation of casting is very simple, and is performed without hindering the passing of trains during the execution of the work.

The apparatus consists of chills and a portable cupola, and the process is as follows, when operating on a line already laid: Each joint-sleeper or block is first lowered by the plate-layers about three inches, so as to give room for the applications of the chills, or is removed altogether for the time, and the old chair being taken off the joint, the chills are applied, consisting of a bed plate with two lips, one on each side holding down the side-chills, which slide in the grooves; these are put to the rail and held together by screw clips, forming a mold for casting the chair. This operation is quickly performed, and the chill is then packed under temporarily with loose metal plate; the moment this is done a train may pass over it without hindrance.

Two steel pins are then put in their places in the chills, so as to form the cores for the holes of the holding down spikes. The chill mold being thus fastened in its place, is ready for the melted metal, which is run into it at the lip, until it is level with the top of the sides, where a large open space is left for the escape of air. which prevents all possibillity of blowing.

The chills are made to fit the rails by projections at each end, which grip the rail firmly, and a little loam is applied on the outside to prevent the hot metal making its way out of the chill-mold.

After a lapse of about five minutes the mould is taken off, which is done in an instant, leaving the chair perfect and closely embracing the contiguous ends of the rail.—The form of this chair is such as to make it a strong and rigid clip, closely fitting the two ends of the rail along its whole length.—Chairs may by this method be cast of any form. When the chair is cold enough, the sleeper or block is replaced, and the chair spiked to it.

The operations are the same in laying new roads, only that the expense of lowering or removing the block or sleeper is saved.

The metal used up to the present time has consisted of old chairs, mixed with a little new iron. This is melted in a portable cupola, formed of a cylinder of sheet iron one-sixteenth of an inch thick, 2 feet 3 inches in diameter, and 4 feet 6 inches high, lined with fire bricks and clay in the usual manner, 4 inches thick.

The cupola weighs about 6 cwt., and is easily lifted by the workmen on the plate-layer's lorry, and taken to the place required, when it is lifted off and placed on a few sleepers laid on the slope of a cutting or embankment. When once so placed it will serve for half a mile of road without moving again, as the metal is so hot as to enable its being taken, in a molder's ladle, on a lorry, to the chills at a quarter of a mile on each side of the cupola.

The cupola has a belt or air chamber, into which passes the air from the fan, and it has four tuyeres of two inches orifice to admit the air to the fire. The fan consists of a chamber 1 foot 10 inches inside diameter and 9 inches wide, and weighs about 3 cwt.; it is detached from the cupola by drawing out the nozzle from the entrance to the air belt, and can then be lifted separately into its place. The fan is either turned by hand-winches or, when the operations are extensive, by a small steam engine, weighing about 10 cwt., and can be lifted by eight men, and placed on and off a lorry, and on the slope, in the same manner as the cupola.

The yield of metal from so small a cupola is very great: as much as 3½ tons have been run down in seven hours, by two men turning

the handles of the fan, and nearly 4½ tons by the use of the engine in the same time.

A smaller cupola, weighing about 2 cwt., is used for repairs of the line.

A good fastening is made for middle chairs by taking out the wooden key from the common middle chair, and casting an iron one in its place. This is done by heaping dry sand around the chair, as it stands in its place, and then running metal into the cavity so formed, leaving a lip projecting over the chair. Only a few of these have yet been put down; but they have stood the test of two years' working over without failure, and are still tight. In casting, the hot metal running into the chair expands it, and its contracting upon the cast key in cooling makes it tight.

It may be remarked that the new chair occupies exactly the same position on the sleepers, and has the same fixing, as the common joint-chair; so that in case of damage to the line from accident or slips, it can be repaired quickly in the ordinary manner, by using the old chairs and wood keys until the small cupola can be brought to bear.

Mr. Norris exhibited specimens of the chairs and the cast iron mold, complete; also a a specimen of one of the new joint-chairs from the North Union Railway, which had been laid down for eighteen months in a line of great traffic, where 500,000 wheels had passed over it during the time; the two rail ends were cut off, and remained fixed fast in the chair, and the surface of the joint was level and smooth, although the rail ends had been much indented at the time the chair was cast on, from the rails having been recently turned.

The chairman inquired what length of line had been tried with the new chairs, and how long they had been at work?

Mr. Norris replied, that five miles had been recently laid with these chairs near Rugby, and about a mile was previously laid near Crewe, and elsewhere, which had mostly been at work one and a half years.

Mr. Woodhouse said, the recent trial of the chairs near Rugby had been made under his superintendence, and he had found the result highly satisfactory. It had been intended to relay that portion of the line during the present summer; but the new joint-chairs had proved of such benefit, that they would probably give several years additional life to that road. He consequently recommended the adoption of the plan on a considerable length at other parts of the line, which was now in progress.

The chairman asked what difference was felt in the trains running over the joints on the portion that had been altered at Rugby.

Mr. Woodhouse said, the joints could not be felt at all with the new chairs; there was no comparison of the ease in traveling over the old plan of joints.

The Chairman asked what was the usual time required for the process of casting the chairs?

Mr. Woodhouse replied, that the average of the work done at Rugby was about one chair cast every four minutes, including the whole process of preparation.

Mr. Slate remarked, it was certainly a very ingenious process of casting the chairs, and must make a thoroughly firm joint; he inquired what was the expense of casting?

Mr. Norris said that the labor of casting cost about 6d. per chair, including all expenses except the metal, which weighed about 50 lbs. The expense of casting was much diminished as the men got more experienced in managing it. At first they could only cast 40 chairs per day, but the rapidity of casting increased with practice to 80 per day; and now 120 per day were cast by common plate-layers, who had never before had any thing to do with melted iron.

Mr. Slate said he had seen the first of these chairs one and a half years since, and he had then an unfavorable opinion of their standing in work from the great contraction of the melted metal in cooling off the rigid rail; but it appeared that the wrought iron rail was expanded by the heat of the melted metal sufficiently to make the chair safe by its contraction again in cooling. He thought the new chair made a very perfect coupling of the rail ends, and was a great improvement on fishings and other plans, which he could only regard as makeshifts; and though they had a very good effect compared with the previous plan of having nothing to couple the rails together at the joints, they were still far removed from perfection. The new chair might be said to be quite perfect, if it could be made quite fast on the rail without allowing it to slide.

Mr. Norris observed, that only every third or fourth joint was made a slip-joiut for expansion; he was aware what a great advantage it would be to have no slip-joints, and by no means maintained that to be impracticable; the expansion of the rails successively by the heat of casting the chairs on, would perhaps elongate them sufficiently to make provision for the expansion from the highest temperature they would afterwards be exposed to, and the tension would then resist the contraction from cold.

Mr. May remarked that Brunel had now many miles' length of Barlow's rail on the South Wales Railway, all riveted fast together, without any provision for expansion, and no difficulty was experienced in consequence. There was some misconception on this point, respecting the action of expansion; it was limited in amount of force, and if opposed by a greater force, no amonnt of expansion or contraction could take place. Wrought iron raised in temperature 15° was expanded one ten-thousand of its length, and exerted a force of 1 ton per square inch of section by the expansion; consequently no expansion of the rails would take place if a resistance were opposed of 1 ton per square inch for each 15° rise of temperature. He thought it probable that Mr. Norris' plan ultimately would require to have no expansion joints to perfect it, and in many cases he did not doubt the plan being an excellent one.

Mr. James Nasmyth said he had witnessed the whole process of casting the chairs, and fitting on the iron molds, and considered it a very successful plan, and of the utmost value and importance to the durability of the line as well as to the safety of the public. The trains ran full speed over the red-hot chairs directly after they were cast. He thought the slight tortuosities of all roads, even in the straight parts, would be probably found sufficient to allow for the effect of expansion, without making any provision of slip joints.

Mr. May suggested, that an experiment could readily be tried to ascertain the actual amount of expansion of the rails, by having a number of thin graduated wedges, to be dropped into the joints at the hottest part of the day and at night, to measure the amount of expansion over a considerable length of rail. It would probably be found to be very insignificant, as the ordinary chairs offer a considerable resistance to a longitudinal motion of the rail, by the hold of the keys on the rail, the chairs on the keys, and the ground on the sleepers; though of course the resistance in Barlow's rail, chair and sleeper were all one.

Mr. Woodhouse remarked, that in laying the rails the men place small wooden or iron packing pieces, one-sixteenth of an inch thick, between the rail ends at the joints, to make the ordinary allowance for expansion; and they always find that if these pieces are put in early in the day, they become so tight in the middle of the day that they can not be got out, but are quite loose in the cool of the evening.

The Chairman observed, there was no doubt the expansive action of the heat would always produce its full effect, either by compressing the iron of the rails, or producing some motion or distortion in their position.

Mr. Norris said, that cases had occurred of the road becoming hog-backed, rising with the sleepers out of the ballast, from the want of sufficient allowance for expansion; also in curves, the rails and sleepers had been pushed bodily outward in the ballast by the effect of expansion. The extreme change of length in this country, from 80° or 90° variations of temperature, amounted to a yard per mile, and this yard length must be disposed of somewhere in each mile, either by sliding or tension, or else by bending upward or laterally, if there was not less resistance to compression of the iron.

Mr. C. Cowper remarked, that the extreme change of temperature of 90° degrees would cause a total strain on the iron of 6 tons per square inch, at 1 ton for 15°, which amounted to the very severe total force of 40 or 50 tons on the whole sectional area of the rail of 7 or 8 square inches, to overcome any supposed resistance.

Mr. May thought the change of temperature in the rails would be considerably less than that of the air, because they were partly buried in the ground, and must therefore follow the temperature of the surface of the earth, which fluctuated much less than that of the air.

Mr. Duclos remarked, that the expansion or contraction of the rails would only take place from the mean temperature to the maximum or minimum; and as the mean temperature of the air in this country was about 50°, and the maximum 90°, making a change in the air of 40°, the actual change in the rails from the mean temperature was probably less than 30°, causing a strain of not more than 2 tons per inch expansion or contraction.

The Chairman observed, it was an important subject for consideration, whether the allowance for expansion could be entirely dispensed with; and the new chair appeared an important step in that direction, and might lead to doing away with longitudinal bearings.

Mr. Norris said that his attention had been first directed to the subject of this chair about two years since, by the circumstance of a very extensive alteration having been in contemplation from the ordinary rail and cross sleepers to a bridge rail on longitudinal timbers, the alteratien being proposed entirely on the ground of obtaining a superior coupling of the joints with the longitudinal bearing than the ordinary rail and chair. But he objected to the bridge rail and longitudinal timbers as more expensive; and the idea then occurred to him of running the melted metal into the chairs to fill them up solid, and make a rigid coupling of the joint; and this led him to casting the joint-chairs solid upon the rails in their places, as the complete way of carrying out the object.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1879	93	94
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	97	
Cleveland, Zanesville, and Cincinnati				96	
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	93	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	84	86
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1855–6	97½	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	86	90
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st mortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	60
Bellefontaine and Delaware	55	40	50
Bellefontaine and Indiana	50	90	92
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	104	105
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	100	75	80
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	85	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	68	70
Columbus and Xenia	50	106	108
Covington and Lexington	50	66	70
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	50	60
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	70
Marion and Mississinewa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		99	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	50	55
New Orleans and Ohio			
New York and Erie	100	78	80
Northern Indiana		116	118
Ohio Central	50	80	90
Ohio and Indiana		95	75
Ohio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		98	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	91	93

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	122¾
Do (int. ceases July 1).	5	1853	101⅞	102
Do Coupons		1862	117⅛	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	104	105

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	90	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾	1 prem
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	½pem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct off	
England		110½	112¾

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, February 1, 1854.

THE SALES WERE AS FOLLOWS:

10	Shares	Mad River and Lake Erie R.R...	$73 50
25	"	do do do	73 50
25	"	Cincinnati, Hamilton and Dayton R.R.	106 00
50	"	do do	104 00
30	"	Cincinnati, Wilmington & Zanesville Railroad	75 00
40	"	do do	75 00
20	"	Springfield and Mt. Vernon and Pittsburgh R.R.	74 00
2	"	Hamilton, Springfield and Carthage Turnpike per share	5 00
50	"	Peru and Indianapolis R.R.	65 00
90	"	do do	65 00
25	"	Cincinnati Western RR.	38 00
100	"	do do	38 00
140	"	Lawrenceburg and Upper Mississippi RR.	68 00
100	"	do do	70 00
75	"	Eaton and Hamilton R.R.	56 00
50	"	Lexington and Maysville RR.	46 00
25	"	Farmers' Bank, Ky	107 00
20	"	do do	107 00
12	"	$1,000 Bonds White Water Canal Company	21 00
19	"	Central Indiana R.R.	78 00
20	"	Dayton and Western RR.	75 00
24	"	do do	75 00
35	"	Little Miami R.R.	110 00
155	"	do do	109 25
30	"	Covington and Lexington R.R., new stock	64 50
40	"	do do	65 00
25	"	do (3½ months in't.,)	65 50
30	"	do (5 mo., in't.,)	66 00
30	"	Kentucky Trust Co.. Bank Stock,	96 00
		Dayton and Xenia Turnpike Co., per share	5 00

THE OFFERS WERE:

Eaton and Hamilton	55 50
Mad River and Lake Erie	75 00
Columbus and Xenia	106 00
Mortgage Bonds Maysville and Lexington RR.,	50 00
Cincinnati, Hamilton and Dayton RR.	104 75
Indiana Central RR.	78 00
Indianapolis and BellefontaineRR.	86 00
Cleveland and Pittsburgh RR.	85 75
Jeffersonville RR.	60 00
Columbus, Piqua and Indiana	67 00
Ohio Central RR.	80 00
Terre-Haute and Richmond RR.	85 50
Cincinnati and Indianapolis RR., (formerly Lawrenceburg and Mississippi)	69 00
Cincinnati and Marietta RR.	52 00
Cincinnati and Hillsborough RR.	50 00
New Albany and Salem RR.	49 70
40 Shares Indianapolis and Cincinnati RR.	69 05

Monay rates past weeek 1½ to to 2 per cent per month, according to character of security.

MONETARY.

The Money Market at the East presents a state of comparative ease. Call loans are had at 6@7 per cent. Prime Mercantile Bills, at 9@10 per cent. Railroad Securities, 12@18 per cent.

The receipts of California gold have been large within the last week; and the activity in produce very great.

Foreign Exchange rates at 108@109⅛.

Notwithstanding the ease in Monetary affairs, Railroad Securities are dull.

The following sales have been made in New York, since our last report, for the items of which we are indebted to Isaac Osborn Davis, Esq.

A. H. Nicolay sold as follows on the 26th ult:

$10,000	N. Y., Central RR. 6s. 1880	$89 50
20,000	do do	89 25
30.000	Lyons, Iowa. Central RR. 1st mort.,	$43 to $50
5,000	Michigan Southern RR. 1858	82 00
1.500	California 7s. 1861	83 50
200	Shares Cumberland Company	31 00
20	do Little Miami RR.	109 25
80	do do do	107 25
80	Third Avenue RR.	74 25

E. H. Ludlow made the following sales on the 27th ult:—

$35.000	Mich. So. RR.	Jackson Branch 7s.	$80 50
1,000	do	7s. 1863	80 00
4,000	do	do	79 75
2,000	do	do	79 87½

At the West we note a continued ease in Monetary affairs, with a slightly increased demand for money; the supply is not quite equal to the demand however, and rates maintain their former quotations, viz: 1@1¼ per cent per month, for number one paper. On Railroad Securities the rates are 1¼@2 per cent per month, capitalists preferring mercantile paper as an investment. The present excited state of the Produce Market, in consequence of the foreign demand, has induced a speculative feeling, which may result disastrously if not kept within due bounds.

The Bank Tax question which has been held in abeyance some time by an appeal, has been, within a few days past, decided by the Supreme Court of Ohio to be constitutional; and the several Banks, and private Bankers, have paid their assessments. This law is very onerous upon this portion of the community. Why capital in the form of money, notes, mortgages, &c., should pay more tax than its equivalent in merchandise, real estate, &., is a riddle which only the *Solons* who framed and passed the bill can explain; and it would puzzle them to do so upon any principle of justice.

In the Stock Market we have to note a continued depression, even in our leading dividend paying roads. There seems to be a hesitancy on the part of capitalists to invest in this class of securities, and when they do, there appears to be a coquettishness in their choice which is curious, to say the least of it. In the semi-weekly offerings at the Stock Board of Messrs. Hewson & Holmes there are numbers of very desirable stocks offered which can not find bids but at very low rates. Of these, we note at this time, the New Albany and Salem Railroad Company, a road which runs through as valuable and productive a portion of Indiana as can be found, presenting facilities for business equalled by few railways, as it opens to the center of the State markets on the Lakes or on the Ohio river. The entire indebtedness of the road when completed, which will be in April next, will not exceed $14,000 per mile; but twenty miles remain incomplete, upon which the grading and bridging are now ready.

There are two daily trains now operating on the road, and business is forming on the line faster than the present large facilities will enable the Company to meet it. Yet under all these circumstances, with one of the brightest prospects for the future before it, a forced sale of some of its (hypothecated) stock, a short time since, only realized 50 cents on the dollar. We have selected this Company at hazard for an illustsation of the state of the Railroad Stock market, and a good illustration it is. It shows that men of capital and nerve can make money in investing in these stocks by attendiug our sales. For the transactions of the week we refer to Messrs. Hewson & Holmes' sales, reported in our regular columns.

Exchange remains at former quotations.

By a Circular of Messrs. A. H. Muller, & Co., Stock Salesman of New York, we see that they have adopted, and arrogated to themselves, the system of selling Stocks as invented and introduced by Mr. Isaac Osborn Davis, of the Cincinnati Stock Board, by which the vendor gives the salesman limits, as to the price for his stock; the stocks are offered, and if the limits are not reached, they are struck down at an advance over the bona fide bid, and the fact announced to the audience that it was not sold. Ry this means reports are made of real sales only, as well as offers for such as are not sold.

We notice this fact that Mr. Davis may have his just credit in this matter. He has conducted the sales of Hewson & Holmes' Stock Board for some time to the entire satisfaction of all parties.

Advertisements.

NOTICE TO CONTRACTORS.

LAFAYETTE RAIL ROAD,

SEALED proposals will be received by the undersigned, at the Engineer's Office of the Lafayette Railroad, No. 23 Spaulding's Exchange, Buffalo, N. Y., until TUESDAY, at 12 M., the 7th day of February next, for the Grading, Masonry, Bridging and the entire Construction of seventeen miles of the Lefayette Railroad, from the State Line of New York to Lafayette, McKean Co., Pa.

Plans, Profiles and Specifications are ready for examination, by parties wishing to make proposals.

Mr. C. D. Webster, Assistant Engineer, will be at Layette, and will show the line to contractors wishing to examine.

Any further information, in reference to to the work, may be obtained on application to the Hon. C. S. Wadhull, 133 Nassau street, N. Y., or to the undersigned. E. R. BLACKWELL,

Buffalo, Jan. 26, 1854. Chief Engineer.

Feb. 2—2t.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

Important for Railroads.

THE vulcanized India Rubber Break Springs, now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat. Just received and for sale by

TYLER DAVIDSON & CO.,
140 and 142 Main street.

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO
JNO. BROUGH, Esq. WINSLOW, LANIER & CO.
jan. 19-1**

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marion.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12-tf

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI. jan 12-†

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street.

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

NEW BRICK MACHINE.

Now in Successful Operation in Baltimore.

IT is so simple that any common mind can learn to manage it in two or three days. You have merely to shovel clay into a box, and attach a horse to the sweep. The machine tempers the clay and molds the bricks in the most perfect manner, such as the most experienced hand can scarcely equal. When burned they are found to be stronger and more solid than those made in the usual way because the clay is worked stiffer under the pressure of the screw, than it is possible to mold by hand. For a machine driven by steam, the clay is taken direct from the bank and passed through a pulverizer, which removes the stone and prepares it for the soak pit. Supposing the clay at hand, nine men and three boys will mold 15000 bricks per hour. Price $500. A five mold machine worked by a horse, with four men and four boys, will mold 1000 bricks per hour. Price $300. A four mold with the same force, will mold 800 bricks per hour. Price $250. Obtained gold medals from the Maryland Institute, 1853; premium from the Maryland Agricultural Society 1853. For further particulars in a pamplet containing full instructions on Brick burning address.

FRANCIS H. SMITH.
dec-291* Baltimore.

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

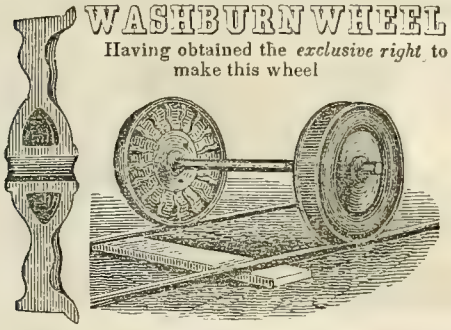
RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati
†mr24

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors.
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules,
		Squares,
Cotton and Manilla Rope,	Looking Glasses,	Saws,
	Japan Ware,	Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

In cluding Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

---

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,

IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
decl Office, No. 167 Broadway, New York.

OFFICE OF THE OHIO AND MISSISSIPPI R. R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an installment of five dollars per share has been called for due and payable at the office of the Company, No. 95 Fourth-street, on the fifteenth day of February, 1854, being the ninth instalment.

By order of the Board

ec22-t H.H. GOODMAN, Secretary.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity [illegible] County.

☞ Communications addressed to T. H. WHETSTONE President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

---

OFFICE OF

Marietta and Cincinnati R. R. Co,

No 37 Manchester Buildings,

CORNER THIRD AND SYCAMORE STS.

July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c. &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.

No. 19 West Third Street,

CINCINNATI, O.

ELLIS & TURG[illegible],

BANKERS & EXCHANGE BROKERS.

N. E. Corner Third and Walnut Sts.

CINCINNATI.

Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. [illegible]OD [illegible] & CO

No. 101 Main St. west side, bet. 3d and 4th Sts.

CINCINNATI.

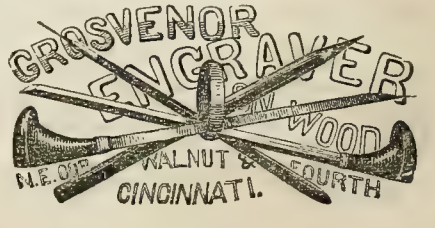
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,

CINCINNATI.

Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.



HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,
No. 115 Walnut Street, Odd Fellow's Building,
†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
†mr3] Engraved in a style unsurpassed.

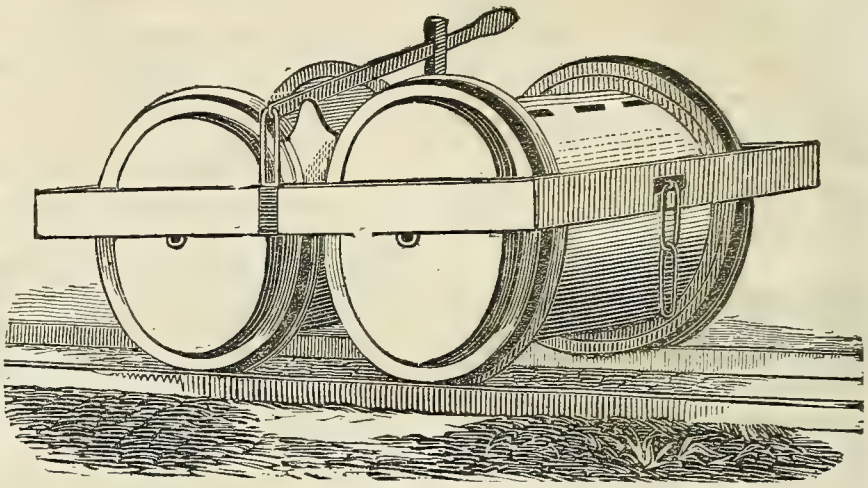
OFFICE DAYTON & CINCINNATI R. R. CO. }
CINCINNATI, Dec. 9, 1853. }

THE Stockholders of this Company are hereby notified that the Sixth instalment of 10 per cent. on the Capital Stock, is required to be paid on the 10th of January next.

By order of the Board.
dec.22 JOHN C. THORP, Sec'y

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



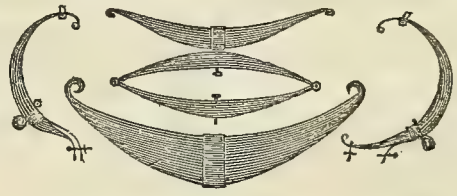
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

R. M. SHOEMAKER, A. T. LEVIS,
J. P. SHOEMAKER, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS— Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

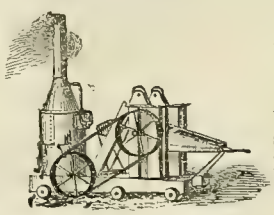
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

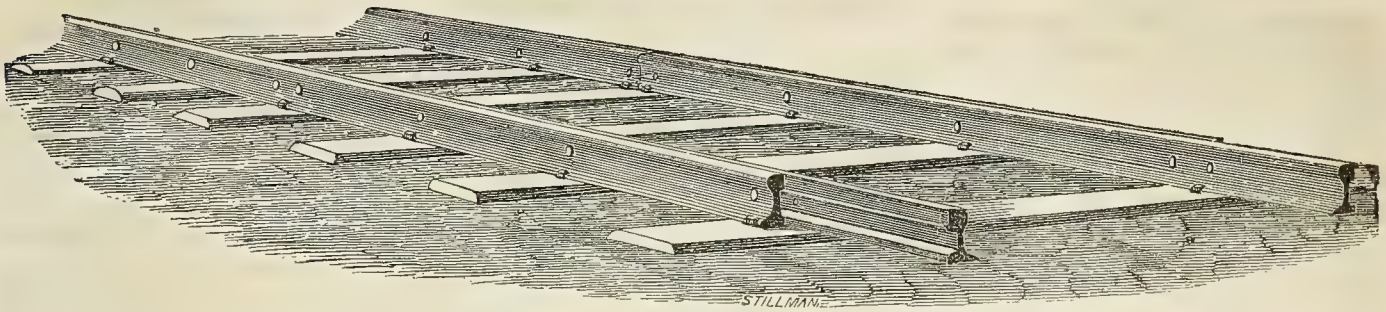


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,
nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

†mr3

TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,

CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS,

In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

x5-tf

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

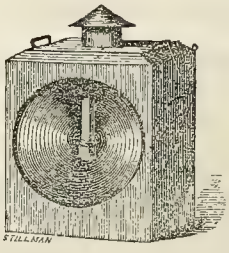
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

TYLER DAVIDSON & Co.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

10,000 lbs. Mixed Packing, from 1-32 to 1½ inches, for engines;
5,000 lbs. square do do do do
5,000 lbs. Manhole Rings, all sizes;
5,000 lbs. Pipe Rings.

India Rubber Cement.

10 doz. India Rubber Cement, No. 1;
10 doz. do do No. 2;
10 doz. do do No. 3;

India Rubber Cloth.

10 pieces 5-4 India Rubber Cloth;
15 pieces 4-4 do do

Armitage Anvils,—10 casks, assorted weights,, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

PHILADELPHIA

Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,
THE COMPOSITES,
THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
Long Primer	34 "	Agate.....	72 "
Bourgeois.....	37 "	Pearl.....	1 08 "
Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

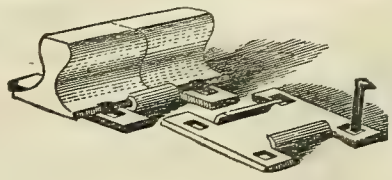
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.
Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

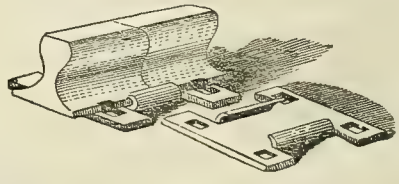
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr 17 GEO. GARDNER & CO., Boston, Mass.

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD, AMBROSE W. THOMPSON,
JACOB L. FLORANCE, WM. M. GODWIN,
LAWRENCE JOHNSON, GEORGE M'HENRY,
BENJAMIN W. TINGLEY, PAUL R. GODDARD,
JAMES DEVEREUX, OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight. Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

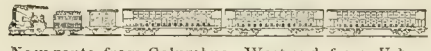
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.34 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West SecondSt., Cincinnati.

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morning train from, and the evening train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dec2 2†

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the Office of the *Cincinnati, Harrison and Indianapolis Straight Line, and Cincinnati, Indianapolis and Chicago Railroad Companies,* in Cincinnati, until the 23d day of January next, for the Grading, Masonry, Bridging, and the entire construction of the road from the City of Cincinnati to the City of Indianapolis, via, the Whitewater Valley.

Plans and Specifications will be ready for inspection at the Office of the Egineer, (West Third st. Cincinnati, on and after the second day of January next.

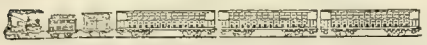
Any further information can be obtained by applying to E. M. Gregory, Cincinnati, John Wayne, Brookville Ia., or J. W. Taber, Miamitown O.

E. M. GREGORY, President.
PHINEHAS POMERY, Chief Engineer.
J. W. TABER, } Secretaries.
JOHN WAYNE, }
dec5-it

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TWO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

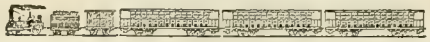
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au15 P. W. STRADER, Gen'l Agent.

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "
The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

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THE

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E. D. MANSFIELD, EDITOR.

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OUR RAILROAD MAP—NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

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A liberal discount where a number are taken.

LITTLE MIAMI RAILROAD; LEBANON SIDE TRACK.—The Lebanon *Star* of the 3d inst., says:

"The latest *Railroad on dit* is, that the contract of the Lebanon Side Track of the Little Miami Railroad—from the 29th mile post to Waynesville, about fifteen miles—has been let to De Graff. If this be so, we may expect the digging to commence soon, and the work to be prosecuted and completed in 'double quick time.' The contract, it is said, was awarded to Mr. De Graff on Friday last.

THE AMERICAN RAILROAD JOURNAL AND WESTERN RAILWAYS.

The task of *proving* that two and two make four, or, that coals are brought from Newcastle, is what we never anticipated. But, *that* is just the task imposed upon us by the *American Railroad Journal*. In a recent number of the *Record* we published an article, the general idea of which was, that Railways are more productive in Ohio, than in either New England, or Old England; that they cost less; and that Ohio could sustain as many miles of railroad as these countries, and that too, at larger profit.

There is certainly nothing in the results of railway business in the West, during 1853, to counteract this statement. The old roads have increased their receipts; the new ones have paid far beyond the most sanguine estimates; and every line running more than a year, has paid enormously. Such are the current facts. Yet, the *American Railroad Journal*, on this statement of plain *facts*, treats us to the following *modest* paragraph:

To a person familiar with the history and value of railroad property in this country, no reply would be needed, as the article would carry on its face its own refutation; but for the benefit of such as are not, we will refer to the article for the purpose of correcting some of the more important errors it contains.

Now, we did suppose, that the "*history and value* of railroad property," were not altogether *terra incognita* to us, nor required to be seen through such spectacles as the *Journal* affords, in order to be understood. But, since we are mistaken in that idea, we will borrow the *Journal's* intelligence and proceed to give it a little sifting.

To begin right, we quote a maxim laid down by the *Journal*, which is entirely just, but probably not known to the benighted people in the valley of the Ohio. It is this:

"The first steps toward correct reasoning are correct *data*." Well, we *guessed as much*, and since it is now given to the world as a truth, we will treat it as the *text* of our discourse. And first, we will sift a little the *data* upon which the *Journal* undertakes to correct our "important errors."

1. The "first premise" attacked is the statement that the Western roads are made cheaper than the New England—a fact so palpable that it requires uncommon audacity to contradict it. We spoke of *average* cost, and the *Journal* selects the two most expensive roads west of the Alleghenies, and we accept the issue. It says:

"There are now two roads running into Cincinnati, the Cincinnati, Hamilton and Dayton, and the Little Miami, the former has already cost $43,000. and the latter $38,000, &c., &c."

We have the report of 1853 for the Little Miami Railroad before us, and find the precise *cost* of that work to be $35,600 per mile—of which half a million of dollars was paid within the corporation of Cincinnati. The Little Miami Railroad, the most expensive work in Ohio, is but *part* of an entire line, all worked together as a common interest, from Cincinnati to Cleveland. Now let us see what the *whole* cost. We have the items before us.

	Miles.	Cost.
Little Miami Railroad	84	$2,998,999
Xenia & Columbus R. R.	54	1,310,000
Cin., Col. & Cleveland	135	2,538,200
Total	273	$6,847,199

Something has been expended in the past year—not very much in making a *second* track on these roads; but this does not enter into the terms of this question. Now the *cost* of this great thoroughfare—one end in Cincinnati and the other Cleveland—the most expensive that can be made in Ohio, is *twenty-five thousand* dollars per mile. Something more than half what the "*correct* data" of the *Journal* made it!

The "Cincinnati, Hamilton and Dayton" is *part* of the line from Cincinnati to Sandusky. The *Journal* might as well have limited itself to 10 miles as 60, on the *part* next to Cincinnati, on which the whole expense of an entrance into Cincinnati might be saddled, just for the sake of such "*correct* data"! The cost of the whole line from Cincinnati to Sandusky was about $23,000 per mile. But, we are not done yet.

We will give a little wider scope to the inquiry.

	Miles.	Cost.
As above	273	$6,847,199
Mad River and Lake Erie,	167	2,000,000
Louisville & Frankfort	65	1,358,764
Mansfield & Sandusky	56	1,855,000
Ohio & Pennsylvania	187	4,300,000
Toledo, Norwalk & Cleve.	87	1,351,314
Terre Haute & Richmond,	73	1,435,525
Hillsborough	37	650,000
Michigan Southern,	315	6,459,000
Totals	1,260	$26,247,802
Average per mile		$20,800

We have taken the roads at random—(making, in all, more miles by 200, than there are

in Massachusetts.) 1056 miles in Massachusetts, cost *per mile* $51,000. 1,256 miles in Ohio, Indiana and Kentucky, $20,800. Now, whether the sagacious business men, who manage our Western railways, are going to make a *second track* cost more by 50 per cent., than the whole original structure and machinery cost, (!) we leave to an issue between them and the "*correct data*" of the *American Railroad Journal*. An assertion that it costs as much to grade and bridge a railway, in the West, as it does in New England, or New York, is just about the same as asserting that it costs no more to make a railway over hills, than it does on a plain. We leave this topic with a conviction that we *have* proved that two and two make four. Let us proceed to the next assertion.

2. "The New England roads, however, average 6 per cent. dividends, or about the same with their Banks."—*Railroad Record.*

"The New England roads do *not* pay six nor even *five* per cent. upon their cost. The Railroads of New England through agricultural districts have invariably proved *unproductive.*"—*American Railroad Journal.*

There is a flat contradiction, without the least truth for its basis. The *Journal* says the New England roads do not pay *five* per cent. We said they paid *six*, excluding Maine. Let us see. In the American *Almanac* is a very accurate table of all the elements of the Massachusetts railroads. In that table, the receipts, expenditures and dividends of *seventeen railways* are given, containing about 800 miles, and costing $42,000,000. The *average dividends* on these roads were 6½ per cent. One paid 9 per cent.; six paid 8 per cent.; four paid 7 per cent.; one paid six per cent.; two paid 4 per cent.; one paid 3 per cent., and one 2 per cent. There were nine small roads, upon which no dividends were declared; but whose net receipts were $320,000. Again the *surplus profit* on hand of the Massachusetts railways, amount to a *million two hundred thousand dollars*; about 2½ per cent. on the whole railway expenditure. Finally, the *net* earnings of the whole 26 roads in that table, *were more than 6 per cent. on the whole cost*, $53,000,000.

So much for the "*accurate* data" of the *American Railroad Journal*. But, we have not done yet. The *Journal* says, that the New England railroads, in agricultural districts, have *invariably* proved unproductive. Now, if there be a railway in New England, which emphatically passes through an agricultural district, it is the *Western*. There is not, in all New England, a better agricultural district, than the counties of Berkshire, Hampshire and Worcester. The dividend on that road was 8 per cent.

We have the report of the Western Railway before us, and find that *three fourths* of the tonnage movement is *local*. The whole number of *through* passengers is less than 7 per cent! The result is, that the Western Railway makes its profits precisely because it is in a good agricultural district. So much for this example of "*accurate* data."

3. "Again, Great Britain contains 27,000 000 of people, while Ohio, Indiana and Kentucky contain only 4,000,000; and as far as the business developed for railroads is concerned, the former contains *twenty* times the population of said States. The idea therefore that the state of Ohio will sustain an equal number of miles of railroad in proportion to its area, as England, is utterly preposterous."—*Journal.*

Such statements as these, only show how little comprehension of this subject they have who assume to have most. Including Ireland, Great Britain, has 107,000 square miles; 7,290 miles of railway, and 27,000,000 of people. Ohio has 39,000 square miles, and at the ratio of *areas*, must have 2,600 miles of railway to be equal. The *cost* of the British railways averages *six times* the highest rate they can be estimated here. The *movement* in America is, in proportion to *quantity, four times* as great, at least. The *density* of population in Ohio, is 50 to a square mile; in Great Britain, 250 to a square mile, or *five* times as great. It is in this only, that Great Britain has the advantage. Here, then, we have *six* fold the advantage in cost; *four* fold in locomotive habits; while there is *five* fold against us in population; or, in the ratio of 24 to 5 in our favor, in proportions. If there is any truth in arithmetic, we can support many more miles of railway in the West, proportionably, than can be supported in Great Britain; and this is, beyond all doubt, the fact. Who, in Ohio, supposes that we shall be losers with 2,600 miles of railway? What experience have we, of any kind, to justify such an idea?

4. "The *Record's* quotation of Stocks for the purpose of showing the *value* of Railway property in New England is *incorrect* in very important particulars. We give the quotations as ruling in this market.

Stonington	65
Norwich and Worcester	66
*New London Willimantic and Palmer	
†New Haven Canal	
Naugatuck	100
Housatonic	1½
Harlem	52

*No sales, worth perhaps 20 per cent.
† " Probably worth 50 per cent."

We quoted from the Stock lists at the time; but, in order to show up the *accuracy* of the *Journal*, we will sift this matter also. In the New York *Mercantile Journal*, of Jan. 24th, the quotations for the Stocks, compared with above, are as follows:

	Railroad Journal.	*Mercantile Journal.*
Stonington	65	66
Norwich & Worcester	56	57
Naugatuck	100	116
Housatonic	1½	31
Harlem	52	54

A difference of 16 per cent in one road, and 30 per cent. in another, is certainly an example of "*accurate* data! But, the best specimen of such *accuracy* is to come.

"The district they traverse will supply as much business to railroads, as will an equal area in any portion of Ohio."—*Journal.*

We, who have been in almost every township in that region, and are thoroughly acquainted with its rocks and whortleberries, and withal feel a profound respect for its industry and intelligence, have nevertheless got a new idea—that it is a land full of wheat and corn, of fat bullocks and rams of Bashan, of pigs, of flax and honey—all waiting to fill the pockets of railroad proprietors! This being *accurately* established, we shall never make another boast of the Miamis and Scioto.

Having now disposed of this matter, by proving the *Journal* incorrect on every point, it only remains to give its own point-blanc contradiction of itself.

In the *American Railroad Journal*, of Nov. 19th, 1853, page 749, occurs the following proposition:

"We cite the above illustrations for the purpose of showing that in no part of the West can the construction of railroads outstrip the wants of the people or their ability to supply to them an abundant traffic.

"In *no part* of the West" can railroads be made without *the ability to supply to them an abundant traffic!* The *Record* has never made a proposition as broad as that. Again:

"But the West will sustain a greater number of miles of railroad in proportion to its area, than any other part of the country.

"Few railroads are projected or in progress in the former, that will not add more than they will substract, from the business of the old roads."

And, what have we said more than that?

Having given all proper attention to the "*accurate* data" of the *American Railroad Journal*, we shall volunteer a few general remarks upon human nature in general, which may suit the latitude of New York.

1. Did the *Journal* ever hear of a Banker, or money holder, who loaned money to a railroad with any other view than *making money?* Did it ever hear of one who has given to the West money, or loaned it for favor. Well, whenever money holders can make money, or think they can, by railroad bonds, they will buy them, and not till then. They will buy in future as they have in the past—whenever they think the "margin," (vulgarly *shave*) is large enough.

2. The people of Ohio have a small modicum of common sense, and until they can furnish a reasonable amount of local stock, and sufficient securities, they will hardly expect the world to be siezed with a sudden fit of generosity in their favor.

3. The money markets of the entire world are open to them—and if Wall street should really refuse its countenance to the West—why the West must try to get along without it; and comfort itself, in its forlorn condition, as best it can.

4. Something about Pennsylvania. The *Railroad Journal* has issued a fulmination against the *State* of Pennsylvania—which, it considers, the whole world is about to abandon to all sorts of disgrace. A year or two since it issued another fulmination against Illi-

nois, in relation to the Terre Haute and St. Louis railway, which was to be made forthwith, whether Illinois chose or not. Illinois did as she pleased, and so will Pennsylvania. It is positive folly to abuse a *State*—especially when that state has the whole work in her own hands.

It seems to be thought that Ohio will do something terrible on the occasion. She will do *nothing at all.* She can do nothing without injuring herself materially. Are there not the *Ohio & Pennsylvania*, the *Central*, the *Bellefontaine & Indiana*, the *Cincinnati & Marietta*, and all the railways south of the Lake Shore, directly interested in the Pennsylvania Central? Will all the great wheat counties of Ohio consent to set aside *their* interests to meddle in the Erie war? Not at all. The Erie business will be settled by the Courts and Legislature of Pennsylvania, who have the sole control over the matter. Pennsylvania will in all probability make an equitable arrangement, whenever one is sought; and, at any rate, cannot be forced from her position by abuse. Ohio will go into no flare-ups for the purpose of spiting Pennsylvania.

We owe an apology to our readers for the length of this article;—made necessary by a bold contradiction of statements which we had made with the utmost care; and on the truth of which depends much of the railroad property of the West. It is a laborious task to prove axioms; and not always pleasant to give lessons. But this task is some times necessary, and when undertaken, should be well performed.

Weston and St. Louis Railroad.—A meeting was held at Liberty, Mo., on the 5th of November last, to consider the propriety of constructing a railroad from Weston to some point of intersection upon the North Missouri road in Calloway county.

Numerous spirited resolutions were adopted, county conventions were recommended, with a view to a general convention; committees of correspondence were appointed, and other necessary business transacted for the furtherance of the project.

Thus we find the railroad spirit up and abroad throughout the land, and ere another generation shall take the place of the present one, iron roads will be as plenty as turnpikes now are, unless some more rapid means of locomotion and transportation shall have been discovered in the mean time.

Pennsylvania Railroad—The Tunnel through.—The great tunnel through the Alleghany mountain, on the Pennsylvania Railroad is finished, and the inclined plane all avoided. The time from Pittsburgh to Philadelphia will be 14½ hours. We presume the time from Cincinnati to Philadelphia will not be more that 26 hours.

TERRE-HAUTE AND RICHMOND RAILROAD; FIFTH ANNUAL REPORT.

The income of the Company for the last fiscal year, ending Dec. 31, 1853, is as follows:

From Passengers	$109,130 96
" Freights	58,244 70
" Mails and expresses	10,600 31
Total receipts	$177,975 97
Net earnings, 1853	$111,644 60
" " 1852	71,466 05
Increase	$ 40,178 55
Number of through passengers,	32,155
" way "	56,666
Total number of passengers	88,821
Number of miles run by passenger train,	50,306
" " " " freight "	47,020
" " " " gravel and ditching trains	32,139
Total number of miles run	129,465

The receipts of the year show a very handsome increase over the previous one, which may in part, be attributed to the completion, within the last year, of the Indianapolis and Bellefontaine, the Indiana Central and the Cincinnati and Indianapolis roads, giving us a direct connection with Cincinnati and the main Eastern roads through Ohio. The local business has also increased very much, the coal transportion exceeds that of last year by 5,888 tons, and would have been much larger, had those engaged in mining, completed their arrangements earlier in the season, and been provided with facilities to supply the demand for it. Two companies have just completed side tracks of near a mile in length to their coal beds, which will hereafter enable them to load cars at the mines, thereby reducing the expense, and avoiding the delay of hauling, over bad roads, by wagons; these facilities, we trust, will enable them to supply the constantly increasing demand, which will doubtless, far exceed the amount furnished the past year.

The Evansville and Crawfordsville road is now in running order to Vincennes, (51 miles) except the bridge over White river, which will be completed by the 20th inst.,* the grading up to Terre-Haute, is progressing rapidly, two-thirds finished, and will be ready for the superstructure in April next, and expected to be in running order in October, and when completed will be one of the most important roads in the state, and add largely to the business of our road.

The work on the Terre-Haute road is now progressing rapidly, large quantities of rails have arrived at each end of the line, and will be completed early in 1855. The Ohio and Mississippi Company expect to have their road in running order from St. Louis to Vincennes during the present year; when either of these two roads are finished it will open a line of travel between New York and St. Louis, near a hundred miles less than the present circuitous route by Chicago. When these lines are completed, the business of our road must be largely increased, and its income equal to the most sanguine expectation of its Stockholders.

A detailed account of receipts and expenditures, will be more fully shown by the Secretary's report hereunto annexed—it will be be seen that the expense of operating the road and repairs amounts to but thirty-eight per cent on the gross receipts. We have within the last year purchased two first-class engines, constructed sixteen cars, purchased wheels and axles, and iron trucks for seventy more, all of which we think will be needed, during the present season. We have added considerable machinery to our shops, built an addition to our depot at Terre-Haute, including good and convenient offices for all the officers of the Company; have also constructed six good and substantial wood-houses, along the line of the road. To meet the payment of these and other expenditures, we have used temporarily the surplus earnings of the road, increased the capital stock $106,262 90 including $34,500, of the 6 per cent convertible Bonds, which have been surrendered, and converted, also, a part of outstanding certificates of interest on stock. To enable us to meet the anticipated increase of business before the close of the present year, we think it advisable to purchase three more engines and construct sixty or seventy cars, of different kinds, during the season; the road is now about one-half fenced, and we hope to have the whole line finished in a few months.

The trains have been run with remarkable regularity, and no accident has occurred, or passenger or employee of the Company received the slightest injury.

By order,

Sam'l Crawford, *Pres't.*

* Since completed.

Above our readers have the fifth annual report of the Terre-Haute and Richmond Rail road Company in which the earnings of that company for the last fiscal year are set forth, showing an increase of between 56 and 57 per cent over that of the last year. If this be the state of affairs with the present connections of the road at its Western terminus, what will it be when the roads now constructing from the West shall be completed and a Western connection be opened? There is another evidence of the good management of this corporation; its running expenses have been but 38 per cent of its receipts; whereas 40 to 45 per cent is the usual allowance. The stock of such a Company should be, as it is, at a premium in the market. A dividend for the last six months has been declared of 4 per cent, with a surplus of $28,705.

We will, in a short time, give the history of this road from its commencement.

Arkansas Pacific Railroad.—At a meeting of the Stockholders of this Company, held at Fort Smith on the 6th inst., the following officers were elected for the present year:

John F. Wheeler, President; Miles Grimes, Treasurer; Joseph Walton, Secretary; E. G. Walker, Attorney; John C. Parker, B. J. Jacoway, Yell county; H. F. Carter, Thomas Aldridge, Franklin county; D. Hendrick, Johnson county; G. A. Meyer, J. H. T. Main, H. Beckel, John Rogers, A. G. Mayers, S. L. Griffith, Joseph Bennett, Fort Smith, Directors. Regular meetings of the Board are held the first Tuesday in every month.

Communications.

IRON MANUFACTURE---RENTON PROCESS.

We publish the following letter from Mr. Gardiner, as the best method of obtaining the information sought. We are not familiar enough with the manufacture of iron, to answer the questions; but hope that some of our Iron Manufacturers will reply to them.

We append the only information we have on the Renton Process, which we find in the *Cleveland Forest City Democrat.*

Office Nashville & N. W. Railroad Co.
NASHVILLE, Jan. 30th, 1854.

E. D. MANSFIELD, ESQ.,

Dear Sir:—Not only the Mountains of East Tennessee, but the hills of Montgomery, Stewart, Humphreys, Dickson, Hickman, and Perry counties, in the middle division of this State, abound in almost inexhaustible quantities of the finest iron ore in the world.

Within from 25 to 50 miles of this City, on the line of our road, in the counties of Dickson and Humphreys, in every hill may be found a rich deposit of iron ore, of the same quality of that from which the celebrated "Napier Iron" is manufactured. Our Company wishes to encourage the establishment of one or two *rolling mills*, on the line of our road, to make railroad iron. To this end I prosose troubling you, (for which you will please pardon a stranger), to obtain a few items of information on this subject which cannot be readily obtained here.

In the first place I would like to know, approximately, the cost of the motive power, machinery, fixtures, &c., to start a rolling mill for making rails. Will blooms, prepared by the "Renton process," make good rails? By the way, I understand there is a furnace in your city, in operation on Mr. Renton's plan. How is it doing? Is the iron of good quality made by this process? What would be the cost of erecting a crushing mill, furnace, puddling oven, &c., for making iron on this plan?

Can you inform me where Renton resides, so that I can address him a letter to know on what terms he would dispose of his Patent-right for this State, or for a single furnace?

In what proportions are crushed mineral coal and crude iron ore mixed, in making iron on this principle? What per centage of iron does the ore yield?

I am aware that by propounding so many interrogations to you, on this subject, I am giving you a great deal of trouble; but I feel encouraged to write you this letter, from the fact that I know you to be an ardent friend of every enterprise that tends to develope the resources of our country, augment individual and national wealth, and increase the sum of human happiness,

I therefore hope to hear from you soon, and be placed in possession of the information I desire.

I am, very respectfully, your obedient servant. JNO. A. GARDINER,
Pres. N. & N. W. Railroad Co.

Lake Superior Wrought Iron, Manufactured under Renton's Processs.

Renton's new process for making wrought iron direct from the ore, we are are pleased to learn is continuing to work with increased success. A quantity of the Lake Superior ore was sent by the Cleveland Iron Company to Cincinnati, to be manufactured into iron by the new process in a furnace built by W. C. Davis & Co., under the superintendance of the Patentee.

On Thursday last the trial was made, and in six hours produced 1249 lbs of blooms from 2436 lbs of ore, a portion of the iron was rolled into bars producing an article remarkable for toughness. A piece of an $1\frac{1}{4}$ inch round bar was bent over cold, under a 6500 lb. hammer, and so flattened down that the two inside edges came completely together all the way, without showing the least crack or break on the end. This is one of the severest tests, and none but very good iron can stand it. A portion also rolled very well into wire rods.—We have the best authority for saying that on Saturday last, Mr. Renton's furnace made in nine hours and twenty minutes, 2,470 lbs of blooms out of 5,860 lbs of ore, chiefly of the Ohio and Virginia Limestone ores, 1,566 lbs of which, however, was the Lake Superior ore, mixed with a portion of the Ohio and Virginia, which yielded well and worked very fast, turning out about 400 lbs per hour, and which made very tough iron. This process economizes fuel, as by measurement it only takes one and a half tons of mineral coal to make a ton of blooms. The Ohio ores by this mode will yield about 40 per cent., and the Lake Superior ore from 50 to 60 per cent. These statistics show this new process to be a very important improvement in the manufacture of wrought iron; a vast saving being made in substituting mineral coal or wood for charcoal, which must bring into requisition vast quantities of lands that lay useless with the wood swept off for charcoal, although abounding in bituminous coal which could not be used for working the hematite ores. The main features of this improvement consist in reducing the cost of a ton of iron from $10 to $20, improving its quality, saving the cost of the pig metal process, and consequently a large amount of capital requisite to work the blast furnace, this mode requiring comparatively but a small outlay.

The process of manufacturing above referred to was conducted under the eye of Mr. S. C. Lewis, an experienced, practical iron manufacturer from Pittsburgh, now a resident of this city, and was pronounced by him completely satisfactory, and by whom the cost of such manufacture at this point, was estimated, and who was employed by the Forest City Company to make a full examination of the process.

The cost of manufacturing one ton of Iron from Lake Superior ore, at this point, we give as follows:

Labor of three men	$6 00
Two tons coal, $2 50	5 00
Hammering into blooms	1 00
Burning and stamping ore	1 00
Filling tubes	25
Cost of power	1 50
Making into muck bar	75
Including all contingencies—Merchantable bar	6 00
	$21 50

When canal at Saut. St. Mary is completed and railroad from the mines to Lake, two tons of ore, which will make more than a ton of iron, will cost $6 per ton $12 00

Total	33 50
Present value of Iron per ton	80 00
Net profit	$46 50
Additional, for present cost in transportation of the ore	$12 00
Net profit	$34 50
Cost of the ore made into blooms when Canal is finished	26 75
Present cost added	12 00
For one ton of Iron blooms made at this point	$38 75

James Renton, Cleveland, Ohio, is the address of the Patentee of this process.

MILWAUKEE AND HORICON RAILROAD, WISCONSIN.

From the Milwaukee *News*, we gather that this road has been partly surveyed. The following is the Engineer's, Charles Pinney, Esq., report, as far as he has proceeded:

"The route from Horicon to Waupun, will be straight, with the exception of but one curve of large radius. From Waupun to Ripon it is also straight, but we are compelled from the westing we have to make, and making Waupun a point at the same time, to have another curve upon leaving. Upon reaching Ripon the country assumes a more bold and undulating appearance to the northwest, but I nevertheless continued my line comparatively straight to the village of Berlin, which, upon this line we enter about one-fourth of a mile east of the same and Fox river at the same point of running, which brings us at the crossing of the river somewhere about half a mile north of the village.

"Ascertaining that there were advocates for an eastern and western route, I determined upon a survey of both from thence to Ripon. The one east I have completed, which is very favorable, and my party who are at present engaged upon a re-survey of the road from Waupun toward Horicon will commence also the surveying of the road from this place to Berlin by the west route on Monday next. All these together with the estimates of cost for each, conjunctively with the grades, distances, curves &c., will be laid before the Board at their meeting to pass action upon. The grades are very favorable, together with the superstructure which will be equally so."

Mr. Pinney further says, the cost of construction and equipping will be from $16,000 to $17,000 per mile. The Company will use the LaCrosse road from Milwaukee to Horicon.

Kenosha and Beloit Railroad, Wis.

A writer in the Kenosha Telegraph, says that at a special meeting of the Directors of the Kenosha and Beloit Railroad Co., held on the 10th ult., an arrangement was made with the contractors to put 250 men upon the road at once, and to continue them at the grading until the first of May, at which time it is not doubted, the section between the Lake and Fox River will be ready for the iron. He also states that favorable arrangements have been made for the iron, and that the cars will be running to Fox River early in the summer.

☞ Hon. James Cooper has been elected President of the Sunbury & Erie Railroad.

HILLSBOROUGH AND MARIETTA RAILROAD COMPANIES.

We publish below the contract of union between these companies. We scarcely need add, that in our opinion this contract is decidedly for the benefit of both parties. The stock of the Hillsborough Company has risen in this market decidedly, since the union was announced.

From the indications before us, we have little doubt the contract will be confirmed by the stockholders. In that case, it is understood, that money can be readily obtained to any reasonable amount for the completion of the work.

A large portion of the Cincinnati and Marietta Railroad will soon be completed, and with sufficient means, the Hillsborough road may be soon finished to Jackson. The effect of such a completion would be very strongly felt, in both the stock of the companies, and the interests of all parties concerned.

THE CONTRACT OF UNION.

WHEREAS, The Directors, as well as the majority of the Stockholders, in the Hillsboro' and Cincinnati and Marietta and Cincinnati Railroad Companies, have become convinced that the construction of rival lines of railroad through the southern part of Ohio, connecting the city of Cincinnati with the cities of Baltimore and Phliadelphia, will materially impede the construction of either line of road, be of no adequate benefit to the public, and ruinous to the interests of the stockholders. Now, therefore, for the purpose of permanently uniting the lines of the road, of the said two companies, prosecuting the construction thereof to final completion at an early day, and in an economical manner, and placing the control of the same in an energetic and efficient management, this agreement witnesseth—

That it is hereby agreed by and between the said "Hillsborough and Cincinnati," and "Marietta and Cincinnati" Railroad Companies, parties hereto, that the said two lines of road shall be united upon the west at or near the town of Blanchester, in the county of Clinton; and on the east by a branch, at such point west of the town of Athens in Athens county, and east of the town of Jackson in Jackson county, as shall be hereafter agreed upon by the Board of Directors of the said two companies having in view their mutual interests. And it is hereby mntually understood and agreed by the parties hereto, that the two lines of railroad shall be constructed so that there shall be two first-class railways between Blanchester in Clinton county, and the said point of junction east of Jackson in Jackson county; the Northern line, or that of the Marietta and Cincinnati Railroad Company, passing through the city of Chilicothe, and the Southern line, or that of the Hillsborough and Cinncinnati Railroad Company, going through Hillsborough, Piketon, and Jackson, thus completing and maintaining the entire line of road of the Hillsborough and Cincinnati Railroad Company from Loveland in Clermont county, to the said point of connection with the line of the Marietta and Cincinnati Railroad Company, eastwardly from said town of Jackson.

It is further agreed that the said Marietta and Cincinnati Railroad Company, shall make the best practicable connection with the Northwestern Virginia Railroad Company, by such a route as shall be agreed upon by both Boards of Directors; no discrimination either as to rates of fare or freight, depot facilities, or manner of working either of the said roads, or their branches, shall ever be made for or against Baltimore, Philadelphia or Cincinnati business, or that of any way points. All are to be treated alike as common customers, when using said roads for like distances, but the principle of a graduated tariff, or of charging less rates per mile for long traffic than for short traffic, is fully recognized—provided that Baltimore shall not pay a higher rate per mile for freight and passengers than Philadelphia. And provided, also, that the policy of Baltimore lines toward the parties hereto shall be one of perfect reciprocity.

It is further agreed between the said parties, that a consolidation of said two Railroad Companies, parties hereto, shall be effected as soon as the same can be accomplished, with the convenience of the stockholders and without loss or injury to the consolidated company.

And the said two parties do hereby agree with each other to permanently unite their respective roads in their business management and use, as one road, and do hereby agree to the following articles in addition to the foregoing, viz:

ART. 1st The two roads shall be worked and managed together, under the care and direction of one Superintendent, to be appointed by the concurrent action of the two Boards of Directors of said companies, and to be subject to such rules and regulations as shall be adopted by the Boards of said companies respectively.

ART. 2d. A joint committee shall be appointed, consisting of two members, to be appointed by and from each Board, which committee shall from time to time establish all needful rules and regulations relating to the manner of working the roads, keeping and settling accounts, receiving, safely keeping and paying over all money accruing from the running of the said roads, or otherwise belonging to the said companies. They shall also keep in a book to be procured for that purpose, and for the benefit of each company, a record of all their official proceedings, a copy of which shall from time to time be made out and sent to each company.

ART. 3d. All the current expenses of the two companies and of each of them, of every sort and including all the expenses of working said roads and keeping the same, the machinery, rolling stock, structures and other works of the companies and of each of them, in repair, and for keeping up and providing the necessary equipments and accommodations for the business of said railroads, and all the current interest becoming due by either company, or its bonds, or other debts bearing interest already created, and now existing, or which may hereafter, or from time to time be created and exist under this agreement, as well as all taxes upon the property of both companies, shall be paid out of the gross earnings of the two companies, but this article is not intended to apply to any expenditure properly chargable to the construction account of said roads.

ART. 4th. The two companies may at any time set apart and appropriate such portions of the gross earnings as they may mutually deem reasonable, for the purpose of keeping up the respective roads, or so much thereof as may be finished and in use, replacing worn out iron, or any other decaying or worn out structures, works or property of said companies, or for any purpose of keeping up in good repair and condition, the value of the said roads, their appurtenances or property, or as a sinking fund for the future payment of debts of the said two companies.

ART. 5th. After deducting from the gross earnings of the two companies the amount that may be required under the third (3) and fourth (4) articles of this agreement, the residue shall be applied, first to the payment of the dividends of the two companies, which dividend shall at all times be equal; that is to say the same per cent on the stock of each company shall be made by the concurrent action of the two Boards of Directors. No dividend ever to be made by either company without a like dividend by the other company; and after paying such dividend, the surplus, if any, shall be divided between the two companies, or otherwise disposed of as the two Boards of Directors shall from time to time, by concurrent action, order and direct—provided that said surplus fund shall always be equitably divided betweeu said two companies.

ART. 6th. The machinery, cars, rolling stock and equipments now owned by either company, for the purpose of working either of said roads, together with such improvements and additions as shall be hereafter made thereto, shall be held in common in the proportion hereinafter stated, each company being charged with its proportionate interest, acquired by this agreement, in the machinery, cars, rolling stock and equipments of the other, to be accounted and paid for as other indebtedness, and for the purpose of ascertaining the proportionate interest of each company therein, the value thereof, as the same shall be at the time of the taking effect of this contract, shall be ascertained by an estimate to be made by the joint committee hereinbefore provided, and, if they can not agree, by such umpire as they may choose for the purpose, and all future purchases of machinery, cars, rolling stock and equipments, for said railroads, or either of them, shall be made and held by said companies in common, and the basis for the ownership of all such equipments of the two roads, and other moveable property, held and used jointly for the use and working of the roads, shall be determined by adding to the capital of each railroad company, its debts, deducting therefrom the cash on hand and the credits, and the sum of the two capitals, so ascertained, shall form the said basis, and the interest of each company in the said equipments and moveable property shall be in the ratio which their respective values, ascertained as above, shall bear to the total sum, and such basis shall be determined once in each year until said roads are completed.

ART. 7th. No Real Estate shall be purchased, nor construction account increased, nor contract or debt created by either Company, other than for works already under contract, or such as may be necessary for the completion of the two lines of road, as hereinbefore provided for, or for working the roads, or for repairs, without the consent of the Board of Directors of the respective parties hereto, and neither Company shall issue any stock for less than the par value thereof, or accept in payment therefor anything other than cash or cash obligations, without the concurrence of both Boards of Directors, and no subscriptions of stocks in either company shall be accepted, which are not payable in full in cash,

without the concurrence of both Boards of Directors.

ART. 8th. All earnings and incomes of each road, whether from the transportation of freight and passengers, or from mail service, or from rents of houses, lands, real estate, franchises or from any other source whatever, whether the same arise under contracts now made or hereafter to be made with other roads running in connection or run by either for pay, and all other incomes arising and accruing from any other railroad or stock therein to either of these two contracting parties shall be added to and go to make up the gross earnings of the said roads.

ART. 9th. From and after said first day of February, 1854, the commencement of the fiscal year under this agreement, all the stock in either company shall bear interest at the rate of (8) eight per cent. per annum, payable in stock until said companies shall resolve to pay cash dividends, the evidence of which shall be endorsed on the back of each certificate by the proper officer.

ART. 10. All the resources, credits, bonds, mortgages, real estate and subscriptions, to the capital stock of each company, and all other property except the earnings and property hereinbefore provided for, of each company, is to be faithfully applied to and expended in the construction, completion and equipment of the respective lines of road owning the same, and the necessary structures and work appertaining to them.

ART. 11. The Marieta and Cincinnati Railroad Company, in consideration of the foregoing contract, and to aid in carrying it out, hereby agree to subscribe to the capital stock of the Hillsborough and Cincinnati Railroad Company the sum of ($250,000) two hundred and fifty thousand dollars, payable on the call of the Board of Directors, not exceeding ($10,000) ten thousand dollars each month.

ART. 12. This agreement, if adopted by the respective boards of directors, and approved by the holders of two thirds of the stock of each company, voting at meetings of the stockholders called by the respective boards of directors for the consideration and approval of said contract, shall thereupon take effect and be in force.

In testimony whereof, the Marietta and Cincinnati Railroad and the Hillsborough and Cincinnati Railroad Companies, parties hereto, have respectively caused the signatures of their respective Presidents and Secretaries, and the respective corporate seals of said companies to be hereto affixed.

J. W. TRIMBLE, Pres't.
D. J. FALLIS, Sec'y. [L. S.]

RAILROADS IN FLORIDA.

In the House of Representatives on the 14th December, 1853, Mr. Maxwell introduced the following bill, granting the right of way and making a grant of land to the States of Florida and Alabama, in aid of the construction of a railroad from the waters of Pensacola Bay, in Florida, to Montgomery, in the State of Alabama," of which previous notice has been given.

There was no objection, and the bill was read a first and second time by its title and referred to the Committee on Public Lands.

RAILROAD-CAR MANUFACTORY AT MADISON, INDIANA.

We are pleased to see manufactories starting up throughout the West. Within a very short time locomotive and car factories have been established in several of our Western cities, all of them under favorable auspices.

Mr. Wm. Clough has recently established a Car factory at Madison, Ia., of which the *Banner* of that city speaks as follows:

"Prominent among the large manufacturing establishments, involving heavy capital and many equipments, in our city, is the Southwestern car shop of Wm. Clough.

"We were not, until recently, at all aware of the large extent of this establishment and of the business done by it. The smoke of its forges, the ring of the hammers and the din of machinery, the piles of lumber, and the number of workmen, however, soon assured us of its dimensions and its prosperous business. We found, on inquiry, that Mr. Clough has executed orders, by constructing cars, passenger or freight, or both, for nearly every road in Indiana—that his work is familiar on the Terre-Haute and Richmond, the Lafayette and Indianapolis, the New Albany and Salem, the Indianapolis and Bellefontaine, the Jeffersonville, and the Indianapolis and Lawrenceburg roads. This fact, of itself, best evinces the good and wide repute, for workmanship, of the Southwestern Car shop.

"We know no better combination of tact, skill, capital and industry than in this shop. We have taken pains to know some of the details of this 'institution' as it is called.

"The principal shops are constructed in the form of three sides of a hollow square, with an east front of one hundred and twenty feet and a front on Jackson and High streets of each one hundred and sixty feet. The machine shop is seventy by one hundred feet. The blacksmith shop is forty by one hundred feet, and the truck shop forty by eighty feet. In addition to these are the dry house and steam room for preparing lumber, and numberless auxiliary buildings, sheds, &c., which should be computed by the acre.

As it is the proprietor's design to excel in superiority of work, he has provided himself with all the latest and most approved machinery, including the best specimens of machines for tenoning, wood boring, grooving and molding, wheel-boring and punching, scroll and circular saws, drill presses, bolt cutters, and very many other machines of which we know not the names. The blacksmith shop has twelve forges and the necessary appliances for rapid work.

The number of hands employed is about one hundred, receiving weekly wages of from nine to fifteen dollars. The house accommodations for those hands and their families, grouped around and near the shop, constitute, of themselves, a village and an important suburb to the city, recently grown up.

The machine and manual capacities and all appliances are adequate to the construction of three hundred freight and twenty-five passenger cars per year.

ARKANSAS MIDLAND RAILROAD.—The following gentlemen have been elected officers of this Company: John S. Horner, President; John C. Palmer, Secretary, and Henry P. Koolridge, Treasurer.

INDIANA SOUTHWESTERN RAILROAD—MANUFACTURE OF IRON.

The following extracts from a letter of John H. Bradley, Esq., President of the Indiana Southwestern Railroad, to the Indianapolis *Journal*, will give some insight into the intentions of this Company.

Some writer in the Indiana State *Sentinel* had given an opinion adverse to the possibility of the iron rails being manufactured by the Company, to which Mr. Bradley replies as follows:

"The Southwestern Railroad Company have *not* determined to manufacture their iron. They have determined nothing on the subject, further than to inquire and ascertain, if they can do so advantageously. They have, on and near the road, a great abundance of iron ore, stonecoal, limestone, firestone, and every other material necessary to build the works and make the iron bars. I, as one of the Company, have been making examinations upon the subject in order to arrive at correct opinions, and although I have not yet progressed throughout the whole process, I have seen and heard enough to satisfy me that we might just as well import *our white-oak ties* from England or any other distant country, as to import railway iron. With all the raw material lying around us in such an abundance, it is a disgraceful impeachment of American skill and enterprise to assert that we can not manufacture railway iron just as well as any other people.

"The writer of the article in the Sentinel is evidently poorly advised on the subject. Neither he, nor probably the writer in the *Railway Times*, has investigated the matter enough, to give very valuable opinions, but if they, or either of them will look closely into it, and then advise us, we shall certainly take the advice kindly, though they differ from us. We shall not make any rash or ill-advised experiments. We desire, and intend to build a first-rate road, and do it at as cheap a cost as possible. The case of the Tennessee and Virginia Railroad Company cited, is not in point. That Company did not offer the capital necessary to construct the work. We do. That Company advertised "for some one to come and do it," and bring their own means with them. We invite *skill* and *honesty* and industry only, and if we go into the matter at all, *we will furnish the means.*

"Again: at the time of the effort made by the Tennessee Company above referred to, 'Renton's' mode of making wrought iron *was unknown.* This new process cheapens the expense wonderfully, so much so, that by it anconies can be made, ready for the squeezer and the roller, about as cheap as pig metal is made upon the old plan.

"By Renton's process, sufficient stacks and furnaces to turn out 50 tons per day, can be erected for about $30,000, and the working of them is done with very little risk. By the old process, those stacks would be vastly more expensive, and an accident in their operation would be equal to certain ruin.

"Again: blast furnaces, for smelting the ore, and for re-heating and welding, the loops could be worked only with charcoal for fuel, while Renton's plan uses the stonecoal altogether, and, what now seems practicable and better still, *will not require re-heating at all.*

By this new process, blooms are now dai'y

made in New Jersey, for $39 per ton—the coal and ore costing them $24.

"In Greene county, Indiana, the coal and ore will cost us $9, instead of $24 per ton.

"These things I know, for I have seen them work the metal out, and the process is not much more mysterious or complicated than the weekly operations of one of our country bake-ovens making bread.

"I am cheered onward daily in my investigations by the coinciding opinions of some of the best practical iron-ore men in our country. Many of them here at home, as well as from other states, think just as I do on the subject, and I hope we will yet succeed. I feel a great anxiety to do so, as well for its profit to our country, as also because thereby we shall, I hope, introduce into our state, a manufacturing interest and population, creating in our midst wealth now unknown, and to an extent which no one dreams of. We have vast fields of minerals in south-west Indiana, and the Southwestern railway pierces them for a great distance. From Point Commerce, southward for several miles on its western side, contiguous and eastward at a few miles distant, are vast bodies of iron ore. Below this, from the center of Greene to the center of Knox counties, is one continued coal field—over splendid beds of which, we run for more than 20 miles. At one point our station buildings will stand upon a vein of as good bituminous coal as exists anywhere, and of an extent capable of supplying our city here for fifty years.

"Over the top of this rich mineral region our Engineers are now putting down the grade stakes for the workmen, and we have good reason to hope, that before another winter passes over us, trains from St. Louis will daily come up into the heart of the valley of White river. JOHN H. BRADLEY.

WONDERFUL WORKS OF THE CREATOR.

The mariner who first crossed the central Atlantic in search of a new world, was astonished when, on the 19th of September, 1492, he found himself in the midst of that great bank of sea-weed—the sea-weed meadow of Oviedo—the Sargasso sea, which, with a varying breadth of 100 to 300 miles, stretches over twenty-five degrees of latitude, covering 260,000 square miles in surface, like a huge floating garden, in which countless myriads of minute animals find food and shelter. Now, it is the eddy of numerous sea rivers which collect in one spot, and the cold water of the Northern Atlantic mixing with the warm streams of the southern and western currents, which produce the temperature most fitted to promote this amazing development of vegetable and animal life. What becomes of the dead remains of this vast marine growth? Do they decompose as fast as they are produced? Or do they accumulate into deposits of peculiar coal, destined to reward the researches of future geologists and engineers, when the Atlantic of our day has become the habitable land of an after time? In the chart of the Pacific Ocean we are presented with another remarkable influence of sea rivers on vegetation.

From the shores of South Victoria, on the Antarctic continent, a stream of cold water, 60 degrees in width, (the reader will recollect that in high latitudes the degrees of longitude are very narrow), drifts slowly along in a northeast and easterly direction across the Southern Pacific, till it impinges upon the South American coast to the south of Valparaiso. There it divides into two arms; one of which stretches south and east, doubles Cape Horn, and penetrates into the Southwestern Atlantic; the other flows first northeast and then northwest along the shores of Chili and Peru, carrying colder waters into the warm sea, and producing a colder air along the low plains which stretch from the shores of the Pacific to the base of the Andes. This current, discovered by Humboldt and called after his name, lowers the tempereture of the air about twelve degrees, while that of the water itself is sometimes as much as twenty-four degrees colder than that of the still waters of the ocean through which it runs. The cold air seriously affects the vegetation along the whole of this coast; at the same time that the cold stream raises fogs and mists, which not only conceal the shores and perplex the navigator, but extend inland also, and materially modify the climate.

The beautiful and beneficial character of modifying influence becomes not only apparent, but most impressive, when we consider, as the rain map of the world shows us, that on the coast of Peru no rain ever falls; and that, like the desert of Sahara, it ought, therefore, to be condemned to perpetual barrenness. But in consequence of the cold stream thus running along its borders, "the atmosphere loses its transparency, and the sun is obscured for months together. The vapors at Lima are often so thick that the sun seen through them with the naked eye assumes the appearance of the moon's disc. They commence in the morning, and extend over the plains in the form of refreshing fogs, which disappear soon after mid-day, and are followed by heavy dews, which are precipitated during the night." The morning mists and evening dews thus supply the place of the absent rains, and the verdure which covers the plains is the offspring of a sea-river.—What a charming myth would the ancient poets have made out of this striking compensation.—*Edinburg Review.*

RACINE, BELOIT, & FREEPORT RAILROAD MEETING.—A meeting was held in Freeport on the 26th Dec., for the "purpose of taking into consideration the extension of the Racine and Beliot Railroad to Freeport." Hon. J. R. Doolittle, a director of the road, made in substance, the following statement to the meeting:

The grading on the first 26 miles from Racine is now finished; the ties for the entire road from Racine to Beloit have been contracted for by responsible men, and stock sufficient has been taken to grade the road ready for the ties and iron to Beloit; the town of Beloit has subscribed in her corporate capacity $100,000, and $20,000 by private subscription. Two charters were granted to the Company by the Illinois Legislature for a road from Rockton to the Mississippi; one for a line passing south of Freeport and touching at Savanna or below that point; the other passing through Freeport and touching at Savanna, or any other point between that and Galena. The Company will run their road upon the line that offers the best inducements.

Upon the adoption of the Freeport route for this road, depends in a measure the prospects of the Savanna branch. When the Racine road reaches Freeport, it will necessarily seek an outlet to the Mississippi over the route of the branch, and the stock of both roads will be consolidated.—*Mt. Carrol Rep.*

HILLSBOROUGH RAILROAD; FINANCIAL STATEMENT.

At a meeting in Hillsborough on the 28th ult., Mr. Fallis (the Treasurer) made the following statement of the financial condition of the Hillsborough Railroad Company:

Amount of stock issued	$1,062,950
Amount of stock subscribed applicable east of Hillsborough (exclusive of Pomeroy branch)	213,450
Amount of work done and estimated (including January) east of Hillsborough	252,250
Deficit	38,800
Amount of debt to be paid sn 1854, including the above deficit	$317,040

It seems from this statement, that the Company will owe about $300,000 above its present means; and that if new subscriptions for the continuation of the line, east of Hillsborough, they must either pay off its debts or remain embarrassed. The debt will absorb the new subscription.

RAILROADS IN CITIES—We gather the following statistics of the New York City railroads, from the *Times* of that city. The subject is of interest in this vicinity at this time:

Statements of the operations of the Sixth and Second-Avenue railroads for the year ending September 30, 1853:

SIXTH-AVENUE.

Capital stock (all paid)	$750,000 00
Funded debt, (interest 7 per cent)	12,700 00
Cost of track	512,637 75
Stables, land, shops, &c.	147,867 12
Equipments	48,108 15
Motive power and tools	49,031 21
Earnings	233,551 76
Expenditures	157,465 73
Dividends	52,500 00

Number of passengers carried....5,120,000.

Length of road, 4 miles; number cars used, 43; rate of speed, 5 miles per hour; weight of cars, 2 tons; persons injured, 8.

SECOND-AVENUE.

Capital stock ($176,900 paid in)	$800,000 00
Funded debt (at 7 per cent)	66,000 00
Superstructure, stock, stables, &c.,	51,125 00
Equipments	18,792 00
Earnings	17,625 28
Expenditures	12,772 40

Passenger cars, 10; length of road, when completed, 8 miles.

RAILROAD IMPROVEMENT—GRADES.

The Washington Sentinel, of the 17th ult., says that Mr. French, of Virginia, is now exhibiting in the Rotunda of the Capitol, a model, showing an improvement in building railroads on high grades and level lines. The plan he represents, can be adopted at less cost of construction than the old methods, and with more security to travelers—the latter especially a desideratum in these "fast times." By the appropriation of $10,000 from the Legislature of Virginia, he built a road with a grade of two hundred feet to the mile; the engine made use of weighed only three tons and a quarter. It carried up this incline a train with one hundred passengers, at a speed of fifteen miles to the hour, stopping and starting at any portion of the incline, either ascending or descending. The whole train was perfectly controlled by the engine. The model exhibited, works on a grade of one hundred and twenty feet to the mile.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D.
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	95	99
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	85	87
Bellefontaine and Indiana	1st mortgage, convertible	6	1906	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	93	94
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, Wilmington and Zanesville	1st " "	7	1862	93	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	99	95
Dayton, Xenia and Belpre					
Detroit and Pontiac					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853-6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	84	86
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860-1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852-4	7	1858-61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1883-6	97¼	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855-6	100	102
Do do	" not "	8	1857-8	105	106
Michigan Southern	1st " " "	7	1860	86	90
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858-62	109	111
Do do	1st " on other sections, convert.	8	1864-75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¾	94
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865-6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		100	102
Pennsylvania	1st " convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st " convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853-7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95
Vicksburg, Brandon and Jackson					

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	57	60
Bellefontaine and Delaware	55	40	50
Bellefontaine and Indiana	50	89	90
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd.)			
Cincinnati, Cambridge and Chicago			
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	104	105
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	100	75	80
Cleveland, Columbus and Cin	100	125	126
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	85	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	68	70
Columbus and Xenia	50	106	108
Covington and Lexington	50	66	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	60
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	66
Marion and Mississinewa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		99	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	50	55
New Orleans and Ohio			
New York and Erie	100	78	80
Northern Indiana		116	118
Ohio Central	50	80	90
Ohio and Indiana		95	75
Ohio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		98	100
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50		
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	91	93

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

	INT.	DUE.	OFF'D.	ASK'D.
Government Securities.				
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	122¾
Do (int. ceases July 1).	5	1853	101⅜	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101
State.				
Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	104	105
City Securities.				
Albany	6	1867-9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870-90	105	106
Do	5	1865	90	92½
Boston Bonds	4½	1860	101	102
Chicago	6	1876-7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872-82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858-60	97	98
Do	5	1870-5	102	103
Do	5	1890	105	107
Philadelphia	6	1876-90	104	105
Pittsburgh	6	1869-71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106
County Bonds.				
Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881-2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108
Banks.				
OHIO.				
Ohio Life Insurance and Trust Co			102	102½
Lafayette, Cincinnati, (closing)			113	115
Franklin do				
Commercial do				
Mech. & Traders do				
State Branches				
KENTUCKY.				
Bank of Kentucky and Branches			110	112
Northern, and Branches			115	118
Southern, and Branches			103	106
Bank of Louisville			115	118
Kentucky Trust Co			99	100
Farmers' Bank of Kentucky			107	101
Newport Safety Fund Bank			98	100
Commercial Bank of Kentucky				
INDIANA.				
State Bank and Branches				
TENNESSEE.				
State Bank and Branches				
Union			94	100
Planters'			97⅜	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	¾	1 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	¾	1 prem
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	¾	1 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
New Orleans	Sight	par	½pem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$178	$182
80 acre warrants	90	97
40 acre warrants	45	44

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, February 9, 1854.

THE SALES WERE AS FOLLOWS:

20	Shares Covington and Lexington R. R., stock, $24.83, int't to purchaser,	$36 00
30	" do do interest $67,25 to purchaser	66 00
5	" do do new	63 00
15	" Cincinnati, Hamilton and Dayton RR. stock	104 25
10	" do do	104 00
50	" Little Miami RR. stock	110 25
10	" Mad River and Lake Erie RR. stock	76 00
35	" do do	77 00
15	" do do	77 25
100	" Cincinnati, Cambridge and Chicago RR. stock	28 50
59	" Covington and Lexington RR., new stock	63 00
20	" Cincinnati, Hamilton and Dayton RR	104 75
16	" do do	104 75
20	" Dayton and Western RR	74 75
25	" do do	74 50
15	" Little Miami RR	110 00
30	" do do	109 75
50	" Cincinnati, Wilmington and Zanesville RR	76 00
40	" Columbus and Xenia	107 00
40	" Eaton and Hamilton	55 00
16	" Maysville and Lexington RR	45 00
40	" Covington and Lexington RR	64 50

THE OFFERS WERE:

Indiana Central Railroad	77 50
Indianapolis and Bellefontaine Railroad	87 00
Bonds of White Water Canal Company	16 00
Ohio Central RR	79 00
Cincinnati and Marietta RR	62 00
Columbus, Piqua and Indiana Railroad	65 00
Dayton and Western Railroad	75 00
Cincinnati, Wilmington and Zanesville Railroad	77 50
Peru and Indianapolis Railroad	64 50
Eaton and Hamilton	54 00
do do	55 00
Cincinnati and Hillsborough RR	52 00
do do	60 00

Money rates for past week, 2 per cent per month on 60 and 90 days, on stocks as collaterals.

CREDIT.—The Marion *Journal* of the 26th ult., contains *our* article on "*Railroad Earnings*" entire, except the table, *without a word of credit.*

MONETARY.

At the East we have to note a continued and increasing ease in the money markets. Call loans are had at 7 per cent. Prime bills at from 8 @ 10 per cent.

Foreign Exchange is dull at 108¼ @ 109, below specie shipping point.

The Stock market for the past week has fluctuated considerably, though it closed with an upward tendency. The constant pressure of railroad securities upon the market, has had a tendency to depress that species of investment. Many of the best roads have made their dividends in new stock, instead of cash, and these certificates have been forced upon the market, at a time when money was scarce, and sold at a sacrifice in consequence, thus depressing the market.

We note that the Baltimore and Ohio Railroad Shares are feeling the beneficial effect of the loan of $500,000 by the city of Baltimore, which they will doubtless get. On Thursday, 2d inst., the shares sold at 56¾ cash, and 57½, 60 days; and on the 3d, at the Board, at 58¾ cash, and 59⅛ 60 days.

The sales of stock at auction, in New York, since our last issue, have been as follows :

By Simeon Draper, Jan. 31st, ult.

$4,000 Bonds Buffalo, Corning, and New York Railroad Co	$76 50
5,000 Columbus, Piqua and Indiana R. R. Co.	83 50
9,000 Junction Ohio Railroad Co	$90 75 to 91 00

By A. H. Nicolay, on the 2d inst.,

2	Bonds, $1,000, each,	Lyons, Iowa, Central 1st mort. 7s. 1873	$50 50
2	do	do do do do	46 00
15	do	do do do do	45 00
10	do	do N.Y. & Erie, 7s. 1871 Coupons	88 62½
5	do	do do 1862 do	93 00
10	do	do Harlem R.R.Co. 7s. 1861 do	100 00
2	do $500 each,	Buffalo, Corning, and N. Y. convert. 7s. 1867	74 00
1	Bond $500	California, 7s. 1861	84 50
10	shares N. Y. Third Av. R. R. Co		69 00
60	do do	do do	68 50

American securities are in rather better demand abroad The quotations below, are from D. Bell, Son. & Co.'s circular:

United States 6's, 1868	107½a108¼
United States 6's 1867-68	107½a108½
Pennsylvania 5's	85 a 87
Maryland 5's	93 a 95
Virginia 6's	95 a —
Montreal City 6's	85 a 86
New Orleans City 6's	83 a 85
Penn. Central RR. 6's	91½a 92½
N. Y. & Erie RR. 7's 1st mort	104½a165½
N. Y. & Erie RR. 7's convert. bonds	87 a 88

At the West we have to note a growing scarcity in the money market, for the first part of the present week. Prime paper, on the street, rates from 1¼ @ 1½ per month. This is attributed to the speculative movements in breadstuffs, and will probably be only temporary.

Eastern Exchange remains at ¾ @ 1 per cent. prem: on New Orleans, ¾ @ 1 per cent. prem.

In the Stock Market there is but little activity; though the transactions evince somewhat of an upward tendency. For particulars we refer to the Stock sales of Messrs. Hewson & Holmes in their appropriate column.

We are frequently asked by distant, parties what the prospect is of getting aid in our city, at this time, for the different railroad projects? We can only reply, that at present, there is very little chance of any money being had on such securities, except at very heavy sacrifices, though appearances are favorable to an abundant supply of money ere many months.

☞ IN THE Vinennese printing office, they have a method of obtaining *fac-similes* of leaves, mosses, plants and other subjects, the production of which requires a minuteness of detail not within the province of the human hand to execute. The subject to be copied is placed upon liquified metal, and a perfect impression is obtained, which copied by means of a galvano-plasty, and transferred upon a plate, may be multiplied to any number of copies that may be desired.

RACINE, JANESVILLE AND BELOIT RAILROAD.—At a meeting of the Stockholders of this Company held January 18th, the following persons were chosen Directors for the ensuing year :

H. S. Durand, Elias Smith, Reuben M. Norton, Charles S. Wright, Isaac Taylor, John Dickson, C. Herrick, Marshal M. Strong, Racine; Geo. B. Sanderson, Beloit; W. C. Allen, Delavan; S. D. Clough, Racine; F. W. Merrill, Rockton, Ill.; J. B. Turner, Freeport, Ill.;

The *Democrat* says the contract has been let to responsible men for completing the road to Beloit next fall, and a large gang of hands is at work at Racine, under Mr. Carswell.

ACKNOWLEDGMENTS.

We are under many obligations to John A. Gardner, Esq., of Nashville, for valuable information for our new edition of the railroad map. We have availed ourselves of his kindness to its full extent.

Our thanks are also due to the New York and Erie, Columbus and Xenia, Little Miami Cleveland and Pittsburgh and Pittsbugh and Connellsville Railroad Companies, for copies of the reports of their several roads. We would suggest to companies forwarding reports to the *Record*, to send *duplicate copies*; one for the Senior editor, the other to be kept on file in the office for reference.

To some kind friend, we are also indebted for a copy of J. W. Clapp's address on the breaking ground on the Mississppi Central road. He will accept our thanks.

THE MISCELLANY AND REVIEW, devoted to Education, General Literature, &c., &c.—Dr. J. Ebbert, Editor, Memphis. No. 1 of the third volume of this interesting family visitor is at hand. It contains a great variety of useful and valuable information.

THE WESTERN JOURNAL AND CIVILIAN, devoted to Agricultnre, Manufactures, Mechanical arts, Internal Improvement, Commerce, Public Policy and Belles Lettres. Published by Travers and Cobb, St. Louis, Mo. No. 3 Vol. 11 of this Journal is at hand. It affords us much satisfaction to find a periodical of this class published at the West, and so well sustained, having already reached its eleventh volume.

JOURNAL OF THE FRANKLIN INSTITUTE, of the state of Pennsylvania, for the promotion of mechanical arts. Devoted to Mechanical and Physical Science, Civil Engineering, the Arts and Manufactures, and Recording American Inventions.

To scientific and mechanical men, no periodical issued in the United States is more necessary. It has already reached its 57th volume, which is a striking evidence of its merit. The January number is received.

NOTICE TO CONTRACTORS.

LAFAYETTE RAIL ROAD,

SEALED proposals will be received by the undersigned, at the Engineer's Office of the Lafayette Railroad, No. 23 Spaulding's Exchange, Buffalo, N. Y., until TUESDAY, at 12 M., the 7th day of February next, for the Grading, Masonry, Bridging and the entire Construction of seventeen miles of the Lefayette Railroad, from the State Line of New York to Lafayette, McKean Co., Pa.

Plans, Profiles and Specifications are ready for examination, by parties wishing to make proposals.

Mr. C. D. Webster, Assistant Engineer, will be at Layette, and will show the line to contractors wishing to examine.

Any further informarion, in reference to to the work, may be obtained on application to the Hon. C. S. Wodhull, 133 Nassau street, N. Y., or to the undersigned. F. R. BLACKWELL,

Buffalo, Jan. 26, 1854. Chief Engineer.

Feb. 2—2t.

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12-tf

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

Corner of Main and Fourth Streets,

CINCINNATI jan12-†

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

WHEELBARROWS!



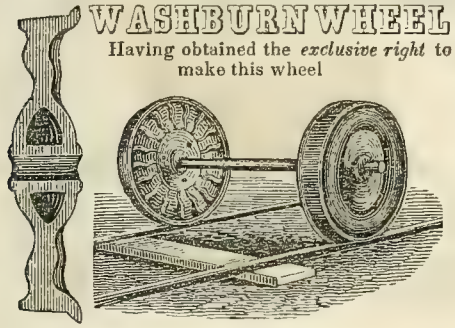
ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable.

Very respectfully yours,
W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury.

Yours respectfully,
IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,
THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION: as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.

OFFICE OF THE OHIO AND MISSISSIPPI R. R. CO.—Cincinnati, Dec'r. 7th, 1853

THE Stockholders of the Ohio and Mississippi Railroad Company are hereby notified that an installment of five dollars per share has been called for due and payable at the office of the Company, No. 95 Fourth-street, on the fifteenth day of February, 1854, being the ninth instalment.

By order of the Board
dec22-tt H.H GOODMAN, Secretary.

CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St.

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

ELLIS STURGES,

BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.



HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,
sep15tf 64 Courtlandt Street, New York.

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Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
Columbus, August 11, 1853.—au18-6*

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RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS,

Views of Buildings, Diplomas, and Portraits,

And all kinds of

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Executed in the finest style.

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No. 115 Walnut Street, Odd Fellow's Building,
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DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,
RAILROAD BONDS, & CERTIFICATES
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S. C. THOMSON & CO.,

MANUFACTURERS OF

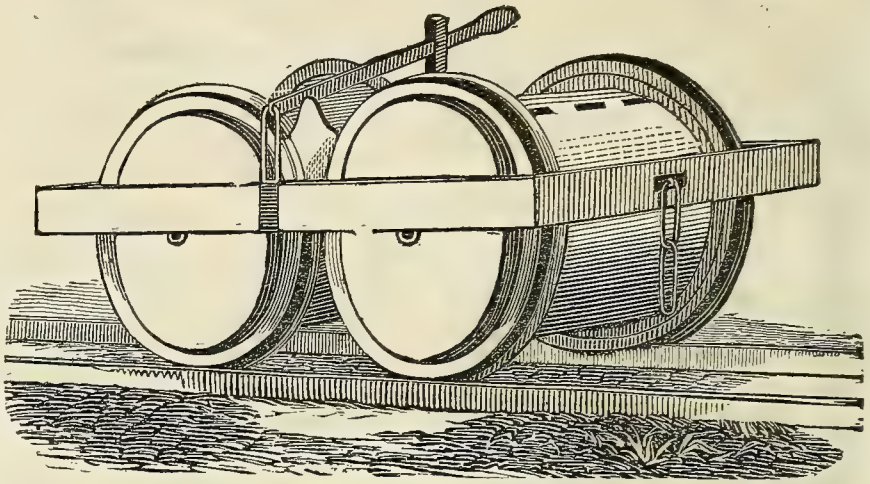
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For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
jan.12† NEWARK, N. J.

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



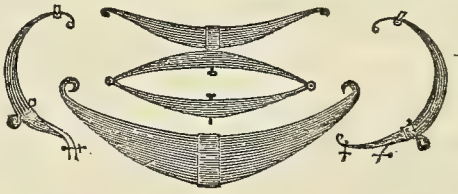
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No. 33 WALNUT STREET,

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McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

R. M. SHOEMAKER, A. T. LEVIS,
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COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

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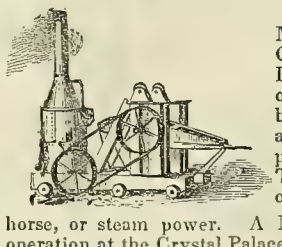
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

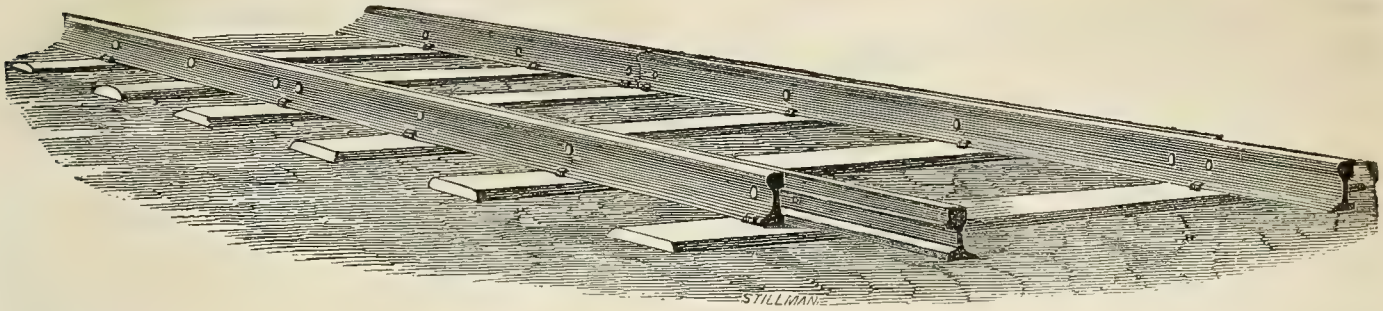


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

C. ARTHUR GARDNER,
nov17† Trinity Building, New York.

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

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Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of GEORGE T. JONES,
South-East corner of Main and Fourth Sts., Cin.
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TOPPAN, CARPENTER, CASILEAR & Co., Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

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Lithographic Establishment,

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Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,
Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,
Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of
GROCERIES EVERY TUESDAY & FRIDAY
at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c. CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.
x5-tf

Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

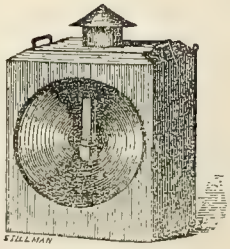
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

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WASON'S
CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield, Massachusetts.
†oc20

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed	do	do	1-32 to ¾ inch thick.
Plain	do	do	1-32 to 1 inch thick.
Pure	do	do	

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of her, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes.—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

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Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

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And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
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Brevier.....	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

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PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

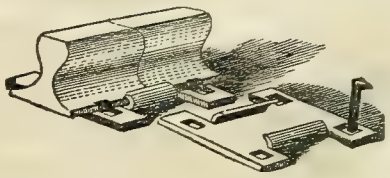
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, of superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

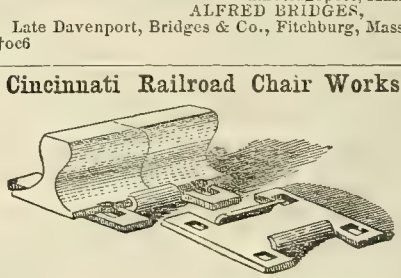
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing., American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr 17 GEO. GARDNER & CO., Boston, Mass

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over $250,000, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
AMES DEVEREUX,	OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

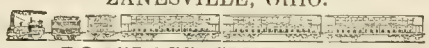
PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

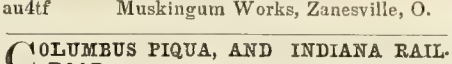
And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge. All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

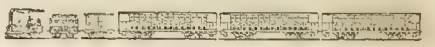
Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati.

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington, Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

dec22†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

REFER TO

JNO. BROUGH, Esq. WINSLOW, LANIER & CO.

jan. 19-1**

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass.

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30 o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M.. and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	——
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati.
W. A. LATHAM. Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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One square, single insertion	$1 00
" " per month	3 00
" " six months	12 00
" " per annum	20 00
One column, single insertion	4 00
" " per month	10 00
" " six months	40 00
" " per annum	75 00
One page, single insertion	10 00
" " per month	25 00
" " six months	110 00
" " per annum	200 00

Cards not exceeding 4 lines, $5 per annum.

Subscriptions and business communications should be addressed to

J. A. & U. P. JAMES,
Publishers, and Proprietors,
167 Walnut st., Cincinnati

AGENTS.

Subscriptions for the RECORD can be made with any of the following:

CLEVELAND, O .....C. H. Parsons.
COLUMBUS, O .....J. H. Riley & Co.
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WASHINGTON, D. C .....Taylor & Maury.
NEW ORLEANS, La.....B. M. Norman.

RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 51. CINCINNATI, THURSDAY, FEBRUARY 16, 1854. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

By J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, Editor.

For Terms and list of Agents, see last column last page.

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OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our Railroad Map, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

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VIRGINIA AND CINCINNATI RAILWAY CONNECTION; RICHMOND AND NORFOLK.

There is an idea entertained in Virginia that Cincinnati and Ohio have been indifferent to Virginia railway connections. This is certainly not so, for it is of the utmost importance to Cincinnati, that she should have *radii* to every commercial city on the Atlantic, and especially that she should have a route to Richmond and Norfolk—*the shortest route which can be made to the Atlantic.* But if Cincinnati and Ohio are more negligent of their interests than they should be, Virginia should not neglect hers.

To connect Richmond with Cincinnati, by the most direct continuance of the Virginia Central, is of *vital importance* to Virginia commerce. In this point of view, the division of the Covington and Ohio Railroad from the Kanawha to the Big Sandy, was a mistake; a mistake which will be rectified in time, but which ought, for the benefit of Richmond and Virginia, to be corrected immediately. To do this nothing need be diverted from the Big Sandy route. It is only necessary to charter and aid a short railroad from the Covington and Ohio, to the mouth of the Kanawha. A very little reflection and examination of facts will make this policy obvious to all intelligent minds.

Where does the Big Sandy route take the traffic of Virginia? Only to Lexington (Ky.) But where does the trade of Lexington and all Kentucky tend? Why, to the Ohio valley. Every step which is taken from the Ohio river, is a step taken away from the natural channel of trade. When, then, the freight and persons of Virginia reach the mouth of Big Sandy they will proceed no farther that way. The question will be how to get to Cincinnati, or to Columbus, or Indianapolis, or Chicago, or St. Louis; in one word, to some point, for which Cincinnati is the point of departure. Not more than one man in a hundred will want to make a circuit, by the mouth of Big Sandy, into the interior of Kentucky. It is but distance, time, and trouble to go on that route to reach Cincinnati.

The Virginia Railroad being once in the valley of the Kanawha should have been continued to the mouth of the Kanawha—there it would be met by a railway from Gallipolis to the Marietta line, and thence to Cincinnati—*that route will be the shortest distance between Cincinnati and the Atlantic, and on a railway of the easiest grade.* This is a fact of immense value to Virginia, if to no other state, or place; and now that Virginia is making gigantic efforts to place herself on an equality with other states in locomotive facilities, and develop her vast natural resources, *this fact should be well considered.*

It is not enough to make railways. They must be located where they will command the trade of the country, and attract commerce to those places for whose benefit they are intended. Virginia commands the shortest and best route between the Ohio river and tide water, why should she not avail herself of them? We believe the advantages of the Virginia route have never been seriously examined, or at least exhibited to the public. Let us look at them:

1. The air-line from Cincinnati to Cape Henry (Va.) is *shorter than to any other point on the Atlantic*—that to Charleston being the next shortest.

2. A railway from Cincinnati *via* Gallipolis, Point Pleasant, Covington (Va.,) and the Central Railroad to Richmond, and thence to Norfolk, is shorter than any other railway line to the Atlantic coast. The comparative distances are as follows, viz—

Virginia Route.

Cincinnati to Hamden,	116 miles.
Hamden to Gallipolis,	30 "
——— Point Pleasant,	4 "
Point Pleasant to Richmond, *via* Va., Central Railroad,	328 "
Richmond to Norfolk,	80 "
Aggregate,	558 "

Baltimore Route.

Cincinnati to Parkersburg,	180 miles.
Parkersburg to Baltimore,	380 "
Baltimore to Lynnhaven Bay,	180 "
Aggregate,	740 "

Philadelphia Route.

Cincinnati to Wheeling,	255 miles.
Wheeling to Greensburg,	76 "
Greensburg to Philadelphia,	324 "
Philadelphia to Cape May,	90 "
Aggregate,	745 "

New York Route.

New York *via* Philadelphia,	745 miles.
New York *via* Dunkirk,	860 "

If we are accurate in these distances, (as we believe) there is very little difference, to the *Atlantic coast,* by either the New York,

Philadelphia, or Baltimore routes; *but the Virginia route is one hundred and fifty miles shorter than either!*

If we count only upon a *shipping port with ample water, and all conveniences*, then we should carry the line from Richmond to York river, 36 miles, and then compare distances. They will stand thus:

Virginia route,	514 miles.
Baltimore route,	560 "
Philadelphia route,	655 "
New York route,	745 "

But in fact, the former method is the true one It is to the *coast* the count should be made. But by either, Virginia has eminently the advantage. Now if Virginia does not avail herself of this natural superiority, she alone will be to blame.

We run no hazard in saying, most positively, that *the whole line from Cincinnati to Point Pleasant will be made*, if Virginia will complete her work to Point Pleasant. From Cincinnati to Hamden, 116 miles, is nearly finished by the Marietta Company. From Hamden to Gallipolis has been recently surveyed, and found to be only 30 miles, easily made, and intersecting beds of coal and iron, which will pay for the road itself. From Gallipolis to Point Pleasant is but 4 miles. If Virginia, therefore, will continue her works to the mouth of the Kanawha, the thing is done, and Virginia has the vantage ground of every Atlantic state, *in the connection of the Ohio valley with the Atlantic.* She will have too, *what no other state can have*, the whole line in her own territory.

From Norfolk, Richmond, and all the considerable towns of Virginia, there will be opened a direct, and comparatively short line to the entire Northwest, from which no small traffic will pass into Virginia, by way of seeking new markets. And what is the Northwest? Let us note for a moment the growth of the Northwest, what it will possibly be in a few years. Counting Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, and Minesota, we have—

In 1790	—000.000
" 1800	50,240
" 1810	260,042
" 1820	792,719
" 1830	1,470,028
" 1840	2,567,840
" 1850	4,720,983
" 1860 (estimated)	8,968,900
" 1870 (estimated)	16,168,900

In less than twenty years, in all probability, the seven Northwestern states (including Minesota) will contain a population nearly equal to that of the whole United States in 1840, and will contain as many miles of railway as the United States now has.

This is a view grand enough to startle into activity all the competition of all the Atlantic cities for the trade of the West. It is absurd to suppose that the commerce of this vast interior is to content itself with outlets only in the East. No, it will have ports in Charleston, Pensacola, Mobile and New Orleans; and it is for Virginia only to say whether she will share in the golden prize; whether she will now meet us on her own border? We repeat that Cincinnati will have a railway to Gallipolis and Point Pleasant, as to Parkersburg and Wheeling. If Virginia should then carry the line on to Richmond and Norfolk, she can compete fully with any other state in furnishing ports and Harbors for the Northwest.

We observe some movements tending this way, in the Virginia Legislature; but they do not meet the case, and will prove unavailing unless they continue down the Kanawha, and take the most direct and convenient route to Cincinnati.

CANALS AND RAILWAYS---TOLEDO REPUBLICAN.

If we were to reply in detail to all the groundless assertions and gross mistakes which are continually put forth as *accurate data*, we should have more than employment for all our time and all our paper. In the case of the *American Railroad Journal* last week, it seemed necessary; and now, we shall notice an error of the *Toledo Republican*, for the sake of saying something on the general topic. We had reviewed the affairs of the *Baltimore & Ohio Railroad*, and in the course of our remarks, said that that road tested the complete capacity of railroads to carry heavy freight; and that the tonnage carried was greater than that carried on the Miami Canal. To this the *Republican* replies:

The *therefores* in this quotation are as amusing as the mode taken to obtain the tonnage of the canalis singular. It may be that the tonnage at the termini of the canal is less than the *total* tonnage of the railroad, but this proves nothing to the point at which the editor was aiming.

We have not the report of the Board of Public Works for 1851 before us, but that for 1853 shows the following result:

Arrived by the Miami and Erie Canal.

At Toledo, tons	225,330
At Cincinnati	153,789
At other points	135,308
Total	514,427

It will be a long while before the tonnage of the Baltimore and Ohio Railroad will "greatly surpass" that of this Canal, and he who lives to see the canal tonnage equalled by that of the railroad has a long and wearisome journey of life before him."

Now, there never was a greater blunder than setting down the 135,308 tons "at other points," as so much *in addition* to what the "arrival" and "cleared" at the *termini* show.—Does the *Republican* suppose that the Iron, Coffee, Sugar and Tea which *arrive* at Dayton, Middletown and Hamilton, *grow* in the Miami country? If they do not, they must have "cleared" at either Toledo or Cincinnati. In fact, *nine-tenths* of all the *arrived*, at points between Cincinnati and Toledo, must have "cleared" from those points. The truth is, the tonnage of the "arrivals" and "clearances" at the *termini*, is more than the whole tonnage carried on the canal—because, part of it goes through and is counted twice. We said the tonnage of the Miami Canal in 1851 was 401,000 tons; and so the Board of Public Works declared all arriving and departing from Toledo and Cincinnati.

But, is not the fact that railways are carrying the heaviest kind of freight, in enormous quantities, and that, too, along side of canals, perfectly notorious? Is not the Reading Railway along side the Schuylkill Canal, and the Baltimore Railroad along side the Chesapeake Canal, and the Dayton Railroad along side the Miami Canal, and all of them carrying immense quantities of heavy freight? Suppose the Miami Canal did carry 500,000 tons in 1853, a man need not live a day or an hour to see it surpassed by a railroad. Take the tonnage of the New York and Erie Railroad, and the Reading Railroad:

Reading Railroad	1,700,000 tons.
New York and Erie Railroad	631,000 "
Miami Canal	500,000 "
Schuylkill Navigation	500,000 "

Talk about surpassing Canals, as if that were a thing yet *to be* done! The time is near at hand, when the tonnage on the Baltimore, and the Pennsylvania Central Railways, will overshadow that of all canals. Canals have done good in their day, and so has the Wall of China; but a man would be as wise in building a canal now, as in building a wall to shut out the Tartars, or in rebuilding Jericho.

In 1836–7, the world believed that *no* heavy freight could be carried on railways, and grades beyond 50 feet were an impossibility, and a suspension bridge was like a balloon, *in nubibus*. But this sort of thing, like cocked hats, is laid aside in old closets; and so will be a good many other notions.

British Railroad Statistics.—By the late arrivals we have the statistics for 1853 of the railways of Great Baitain. The receipts for 1853 amounted to $17,180,530 on 7200 miles of railway, being at the rate of £2386 per mile. The receipts in the year 1852 amounted to £15,140,310, showing an increase in favor of 1853, of £2,040,220. In addition to the published returns of 1853, there are receipts upon 313 miles of new railway, amounting to about £340,000, and on 250 miles of old railways amounting to about £400,000, making together, £740,000, which, added to the above, shows a total receipt of £17,920,530 on 7774 miles of railway in Great Britain and Ireland during the year 1853, as against £15,543,610 on 7337 miles of railway in 1852, showing, according to this estimate, an increase in the receipts of £2,376,920 on railways in the United kingdom during the year 1853. The cost of constructing the 7774 miles of railway amounted, up to July last, to £263,636,320, being at the rate of £33,912 per mile. The whole of the traffic on the railways for the year 1853 amounts to 6.8 per cent. of the cost of construction.

NEW YORK AND GREAT WESTERN RAILWAY.

As journalists, purporting to give the current railway news of the day, we make a *record* of this road. We find it mentioned in the Dayton *Gazette*. That city has now under way, via the Franklin and Warren road, a broad gauge track, connecting with the New York & Erie road at Olean, which will eventually be completed, opening a communication with New York. It is now proposed to extend this broad gauge westwardly to St. Louis, over a new and distinct route, via College Corner, Greensburg, Ia., to Vincennes, and thence over the Ohio and Mississippi road to St. Louis. The distance to Vincennes, by this line would be about 202 miles, in an air-line, betwen these two points, via Cincinnati and the Ohio and Mississippi road, is above 243 miles; the saving in distance being about 40 miles. It is claimed that the proposed route is very favorable for railroad construction, having but comparatively a small portion of hilly and broken country to pass through.

We are as much in favor of new lines of railroads as the most sanguine could wish, when there is reasonable grounds for their construction; or when the wants of a section of country may call for them; but this building a road merely for the purpose of having an *extended through line*, does not meet our views of necessity. It is the inception and urging of such projects that destroy confidence in railroad investments, and lead to the cry that we are building too many roads.

In the present state of monetary affairs, and depression of railroad securities consequent thereupon,—with a broad gauge connection between Dayton and St. Louis, via Cincinnati, (which will be completed before the Franklin and Warren road opens its eastern connection,) already established, and only 40 miles longer—it would certainly seem that the agitation of a western extension from Dayton, was, to say the least of it, premature.

MATTERS AT ERIE.

The citizens of Erie have at last become quiet, and the 4 feet 10 inch guage has been laid down to the depot of the Erie and North East road. The Charter of the Franklin Canal Company has been taken away, and that road placed under the charge of Gen. Packer, (formerly President of the Baltimore and Susquehanna road,) for the use and benefit of the State. It is to be run by the Cleveland Company for 47 per cent of the gross earnings of the road. In the meanwhile the State is to hold the earnings in trust, under protest of the company. The two roads do not *connect* at Erie, though they terminate side by side, with only a platform between. Thus Erie still has the so much coveted "break." But of how much benefit it will be remains to be seen.—The cars are now running regularly over those lines, with two breaks between Cleveland and Buffalo.

TIFFIN AND FORT WAYNE RAILROAD—INDIANA EXTENSION.

A company was organized at Fort Wayne on the 2d inst., to construct the Indiana portion of this road, a distance of 19 miles. This company will be consolidated with the Ohio company. The necessary amount of stock was subscribed, and the following Board of Directors elected, viz: S. D. Bayless, Jos. Sinclair, J. L. Worden, and E. F. Colerick, of Fort Wayne; Wm. H. Gibson, Robert G. Pennington, P. Ferguson, Warren Noble, and W. D. Scott, of Tiffin, Ohio.

The Board elected the following officers: Wm. H. Gibson, President; R. G. Pennington, Vice President; P. Ferguson, Chief Engineer.

Mr. Gibson is President of the Ohio portion of the road. J. W. Borden, of Fort Wayne, was appointed Agent of the company to solicit stock and arrange for the right of way.

The Engineers expected to complete the survey by Saturday 24th inst. The route is unusually favorable, being nearly on a dead level, 93 miles out of 102 being a tangent; a curve of only three degrees is made at New Haven.

The road, in Ohio, was let to contract Jan. 6,1854. Messrs. Redfield and Chamerblain are the contractors. The road is to be completed Dec., 1855. The funds are also secured for the prosecution of the work.

The eastern connection of this line we gave in an earlier issue; at Fort Wayne it will make connection with several roads; among them the Fort Wayne, Mississippi & Platte Railroad to Missouri, forming, altogether, one of the longest *straight* lines of railroad ever contemplated.

EVANSVILLE AND INDIANAPOLIS STRAIGHT LINE RAILROAD.—From what we can learn of this road we find it is being pushed vigorously. though some difficulty has been experienced in procuring the right of way; so much so, indeed, that a new route has been surveyed and found eminently practicable over the southern portion of the route. By advertisement the first division was to be put under contract on the 15th inst.

When will farmers learn that railroads are their best friends?

SALE OF THE CHARTIERS RAILROAD—This road was sold on Monday for $26,000. We are informed that it was bought by the agent of a company of New York capitalists, who will no doubt make a handsome speculation out of the purchase. We are astonished that the great wealth of Pittsburgh should permit this mine of wealth to pass into the hands of strangers. We believe it was a New Yorker who first started the enterprise, and more, after the road has been built by the labor and means of Pittsburghers, he and his contemporaries get the road for a mess of pottage. This is Pittsburgh financeering: penny wise and pound foolish all through.—*Pitts. Post.*

CINCINNATI AND CHARLESTON RAILROAD, via THE RABUN GAP.

The great line from Cincinnati to Charleston, is now advanced so far, that the only remaining difficulty is to connect Danville, (Ky.) with the Blue Ridge Railroad, (Tenn.) It has been commonly supposed, that this would necessarily be *via* Knoxville. But on this point there is much discussion, in both Kentucky and Tennessee. For the information of our readers, we give the distances on the different routes, prepared by the editor of the Loudon *Free Press*, which we believe are correct. We must premise that LOUDON is a new town, sprung up on the Tennessee River, where the East Tennessee Railroad crosses it. We must also observe, that if the route is by Loudon, the line will cross the Cumberland mountains, at "Winter's Gap," the lowest Gap, it is said, in the range.

There are now three routes across East Tennessee, claiming the location of the railroad proposed to connect the Ohio Valley with Charleston, S. C. We often hear inquiries as to the relative distances of these several routes. In answer to these enquiries, we will give a table of distances on each route from the point where the Blue Ridge (or Rabun Gap) Railroad crosses the North Carolina line into Tennessee, to Danville, Ky.

1st Route—via Knoxville.

From N. C. line to Knoxville.....	54¾	miles.
" Knoxville to Danville, Ky.....	163	"
Total dis. from N. C. line to Danville..	217¾	

2d Route—via Sweetwater.

From N. C. line to Kingston.....	67	"
" Kingston to Somerset.....	87	"
" Somerset to Danville.....	36	"
Total from N. C. line to Danville....	190	

3d Route—via Loudon.

From N. C. line to Loudon.....	35	"
" Loudon to Somerset Ky.....	101	"
" Somerset to Danville.....	40	"
Total dis. from N. C. line to Danville..	176	"

SOUTH CAROLINA RAILROAD.

The accompanying statements from the Auditor's Department, clearly exhibit the business operations of the Company for the year ending 31st December, 1853, and the condition of its financial affairs to the same date. they are so full in detail as to render more than a general reference to each of them unnecessary.

The statement shows the Income for the year, from Passage, Freight, Mails, &c. to be	$1,215,279	21
And the expense of management, ordinary and extraordinary, (the ordinary equal to 43 per cent).....	555,536	88
Leaving a balance of.....	663,742	33
Out of which have been provided Interest on Foreign and Domestic debt, and for claims for damages, etc.,...	199.773	72
And the remainder.....	463,968	61
Has afforded two dividends of 4 per cent. each, amounting to.....	311,376	00
And transferred a balance of..... to the credit of Surplus income for the year.	152,592	61

Communications.

DR. SLACK ON THE DECAY AND PRESERVATION OF TIMBER.

We have received the following communication from Dr. Slack, on a very interesting topic. The preservation of timber in the Arts still remains a desideratum.

That the timber trees of the forest naturally differ very much in the power of resisting decay, is a fact too obvious for demonstration. Many sorts of wood are found to deteriorate, in a very short time, especially when exposed to heat and cold, to rain and draught. Some kinds, though fully exposed maintain their strength and soundness for many years. Why the difference? The structure of the tree, the character of its solids especially, the chemical elements of its circulating fluids; its absorbents and the gasseous matter taken in, must all be estimated, to enable any one treating the subject, to arrive at a rational conclusion.

The solid or timber part of forest trees, is composed of cellular, woody or vascular tissues, so arranged as to give consistency and strength of form to every part. The combination, though somewhat mysterious to us, presents infinite perfection in the Great Artificer. The material is every way adapted for use. The watery sap or common juice of plants, at first drawn up by rootlets in the ground, is carried by the powers of nature to the leaves, and is there elaborated; being acted on by light and heat, and probably further matured by the absorption of gasseous matter. It is then prepared to perform its office, especially in exogens, by furnishing the new albumen for the year, the oils, gums, resins astringents or antiseptics, which for human benefit, give character to the durability of the various woods. There can be no doubt, that the cyprus of former times, whatever may be said of our swamp cyprus, was a very lasting wood; that the red cedar, the black locust, the fruit-bearing mulberry, and a few other timber trees of the present day, so resist decay as to make them very valuable; especially in expensive structures. Their antiseptic character is to be traced to the elaborated sap or proper juice of each wood, bearing along with the watery fluid, the elements of essential or fixed oils, resins, gums or astringents and storing the various vacant vessels of the wood with these resistants to decay.—I knew a pair of mulberry posts, (large) said, reliably, to have been set in the ground for forty years, with scarcely a phase of deterioration. They were then taken taken up and again placed in the ground. I saw them when taken up. They are now, after forty years more, said to be in existence, and still performing their office. The black locust, a tree of easy cultivation and quick growth, is almost equally durable. It grows luxuriantly in many parts of the West. Why is not its cultivation prosecuted? Both profit and character with but little risk would be realized by any persevering adventurer. The crop, if it be proper to call it such, would *pay* well!—

In these times of wonderful railroad construction, and expensive public and private edifices, it behooves us, where millions are involved, to look well and effectually if science can achieve such advantage, to the *durabilily* of all descriptions of building material. These remarks will introduce our main points in discussion.

1. The theory of wet and dry rot. 2. The applications of principles in plans, by which wood may be made to resist decay to an indefinite period; or at the least, four times as long as when employed in the manner now usually practised, or without *expensive Kyanizing.*

The first subject is the theory of wet and dry rot.

It is a fact that when timber is cut, the sap, especially when elaborated, except so far as evaporation is concerned, becomes in the process of seasoning, *inspissated* in the vessels of the solid wood. If the material be at first immersed in water, much of the woody principles, as salts, astringents, gums, mucilage and other elements of the sap, still remains. If the logs or limbs lie partly in the water and partly out, by the rise or fall of the latter, in rainy or dry seasons, the operations of decay is soon witnessed. Hence the carburetted hydrogen, carbonic acid, etc.; the miasma of swamps, very abundant when rank grass and weeds are present in the water.

It appears to me that the process of decomposition, decay, or eremacansis, is simple.—Moisture enters the interior of the timber or vegetable, through interstices. The temperature being raised as in the warm season—the sap, salts, mucilage and other chemical compounds, being in some measure solved or made liquid; oxygen is attracted and absorbed, a very *weak acid* is formed; *this* uniting with the extracts, salts, vegetable albumen &c., forms the incipient principle of decay, which is something like a ferment, a putrefactive ferment. The very elements of this ferment are present, as dissolved salts, mucilage, vegetable albumen and fibrine, both of the latter containing 15 per cent. of nitrogen, (see Liebig.) The same or something like the agglutinated artificial yeast or ferment of bread is detected.

Here I feel constrained to advance a position, somewhat controverting Liebig. He affirms that acids are antiseptic and alkalis putrifacteve; of course, in woods. I here admit, and experiments prove my position, that strong acids and strong alkalis, are probably, as Liebig states; but in very weak forms and liquid, when temperature is raised, the contrary is certainly true. The very weak acid combining with other dissolved matter, most certainly tends to form the puterfactive ferment, necessary to put the solid parts of wood in an incipient state of change or decay. Besides alkalis resemble *ide* compounds, some of which that author affirms to be *antiseptic*, as *bichloride* of mercury or corrosive sublimate, &c. Is not this formed by a supporter united to a metallic base? Are not potash, soda and lime, the same in forms, and stand among ide compounds as conspicuously as any other *ides*? Why not, then, qualify a general proposition?

Again I assume the position, that in *wet rot*, urged only the ferment, formed as already described, the decay *begins* in the interior of the wood, and makes its way to the surface. In dry rot the reverse is true. The decay commences at the surface, and passes toward the center of the timber. Go through the forest and you may find many large timber trees a mere shell, and still alive. This result usually comes from a break or split between the limb and body of the tree. The injured part is soon penetrated by moisture, oxygen is absorbed and first a very weak acid is formed, then in high temperature, the incipient ferment is formed and begins its work. Eremacansis or putrefaction goes on till the living tree is a mere case or sheath, all the heart wood being decayed. This I call wet rot.—This procedure is seen in fallen timber about a woods. The moisture penetrates the solid trunks or limbs as they lie. In the proper temperature, oxygen is absorbed and the putrefactive ferment is soon formed. That an acid of the wettish kind is the first phenomenon, is evident from the action of the vegetable blue test, changed to red. In oak timber the experiment is easily realized. The acid character, in several kinds of wood, is evident both to taste and smell.

Throughout the forest, the process of decay, as above described, may be witnessed. Here, I remark, that soil has something, yes, very much, to do in the decay or durability of fence posts. Some experiments have been passed in review on this subject. Where I live is considerably sandy—not much building or mortar sand—but sand mixed with loam or aluminous clay, and protoride of iron—such material as is extensively employed in fine or stove and hollow ware casting. Good oak studding, 3 by 4, well set in this soil, will be decayed off in a single year. The open or porous nature of the ground, holding some moisture, and furnishing room for the absorption of oxygen, leads the way to the work of destruction. Posts 3 by 4 of oak, set in blue clay or marl, containing much alumine in the same neighborhood, will be good for several years, because the soil is compact and oxygen is not absorbed. Hence the reason why timber always immersed in water, is so durable. Its temperature is kept low and oxygen is not absorbed.

Again, in prepared or hewn timber, say large bridge beams, you will find the wet rot present the same appearance as in the forest. The moisture, when the temperature is favorable, forms the very weak acid, which combines with the solubles in the wood. The rot advancing from the interior towards the surface, soon destroys the largest masses or beams of good wood. Large posts set in the ground, by the road side or in cities, illustrate the same process of decay.

[CONCLUSION NEXT WEEK.]

WABASH VALLEY AND EEL RIVER RAILROAD, CONSOLIDATION.—We find the following important statement in the New York *Tribune* of the 23d ult:

"A committee from the Toledo and Wabash Valley Railroad Company, and another from the Eel River project, representing the Northern Indiana interest, have been in conference here for several days, and have agreed upon a consolidation of the two enterprises, subject to confirmation by the Boards of the two Companies. This arrangement will prevent the building of a nearly parallel road to the Toledo and Wabash Valley, and a competition which could only injure the business of both Companies. Included in the arrangement is the building of a road of about 30 miles in length to connect the southern end of the Wabash Valley road with the Terre-Haute and Alton road at Paris, thus giving a direct railroad communication via Toledo, between New York and the Mississippi river at Alton. The stipulations of the contract are of the most liberal character on both sides, and this important connection with the West will now be vigorously pushed forward to completion."

A meeting of the respective Boards was to have been held at Logansport, from which we have had no definite report.

Mississippi and Missouri Railroad.

A private letter, dated Iowa City, says:

"The corps of engineers in the employ of the Mississippi and Missouri Railway Company, arrived here a few days ago, having completed the survey of a line through to Council Bluffs City. This line is the western extension of the Chicago and Rock Island Railway, crossing the Mississippi at Davenport, the most favorable point for a substantial bridge, and aiming in common with a number of projected lines for that future highway of inter-oceanic communication, the valley of the Platte River.

"It is understood that the engineers of the late survey westward, succeeded in finding a much more feasible route than had been anticipated, especially through the very broken country near the Missouri, which may all be included under the general name of the "Council Bluffs." In a day or two they are to move west again, to locate the whole line between here and Fort Des Moines, a distance of some 120 miles, and prepare it for contract, and the commencement of operations in March."

☞ Jno. Brough, Esq., has resigned the Presidency of the Madison, Indianapolis and Peru Railroad Company, and has been succeeded by E. W. H. Ellis, Esq., formerly of the Peru road.

MADISON, INDIANAPOLIS AND PERU RAILROAD.—From the N. Y. *Wall Street Journal*, we find that the receipts of the Maddison and Indianopolis Railroad for the year 1853, were $441,159 78; expenditures $141,503 87; Dividend, July, five per cent., $82,385 00; Total $59,118 87. There is a falling off in receipts as compared with last year of $72,153 09, nearly all of which is in freight. The road owes a funded debt of $641,300. On the 1st instant the Madison and Indianapolis, and the Peru and Indianapolis roads became consolidated under the style of the Madison, Indianapolis and Peru Railroad Co. The Indianapolis and Peru road is nearly completed, and in February the connection between the Ohio river and Peru, on the Wabash canal, will be made. This connection is considered to be a very valuable one for the Madison road. The Madison road was put into the consolidation at $1,647,700. The stock of the Peru road is $1,000,000, and the debt $600,000, making a consolidation stock of $2,647,700, and a funded debt of $1,241,300, with a road 159 miles in length. The floating debt, liability to State, needed to complete new terminus, &c., is $800,000, against which the Peru road has $500,000 of unused assets.

The Railway Bridge across the Niagara.

The Rochester *American*, in speaking of the railway bridge across the Niagara river, says: "The work on the Suspension Bridge is progressing. The stone towers, two on each side, are done, and two heavy cables connecting them are suspended across the river, at a great height above the foot bridge. These form the first outlines of the new structure which is to bear the iron way from the States to the Canadas. The railroad track will be some 21 feet above the present bridge, which is to be used as a foot and carriage way. Two tracks, one for the Central and the other for the Great Western guage, will be laid upon the bridge, thus allowing the change of cars to be made on either side. The bridge is to be opened in July next.

MEMPHIS AND LOUISVILLE RAILROAD—CHANGE OF NAME.—The board of directors met in Memphis on the 20th ult. The amendments to the charter were accepted. The name of the road was changed. It is now styled the Memphis and Ohio Railroad Company:

The road was located on the eastern line, passing centrally through Shelby county, through the corner of Tipton county, near Concordia and Wesley, through or near Brownsville, and to the Forked-deer river, near Cherryville.

A resolution was passed that the company would iron two branches; one from Brownsville to Denmark, and one from Brownsville toward the Key Corner Road if the citizens interested would increase the capital stock of the company to an amount sufficient to prepare these branches for the iron; and that such additional stock should be put upon an equal footing with all other stock.

GRADES ON RAILROADS.—The steepest railroad grade in Europe is upon the Piedmontese Railroad, between Turin and Genoa. It is near the town of Glani, and the ascent is one hundred and eighty-five feet to a mile! Experiments which have been made have showed that two locomotives, drawing a train of six loaded gravel cars, weighing altogether 100 tons, ascended the grade at a time when the rails were exceedingly wet and slippery, at a a speed of nineteen miles an hour. This feat is unprecedented in the annals of railroad history. The engines used were of a peculiar construction, and were built by a London manufacturer, after plans furnished by the Piedmontese engineer of the road.

SUNBURY & ERIE RAILROAD.—The effort to secure the additional individual subscription to the stock of the Sunbury and Erie Railroad Company, is meeting a prompt and favorable response. At the meeting, on Wednesday evening, of the Executive Committee recently appointed to solicit subscriptions, over $150,000 was subscribed, of which eleven gentlemen subscribed $110,000, or $10,000 each. Among the gentlemen thus subscribing, were Josiah Randall, Esq., Townsend Sharpless, John Tucker, A. W. Jones, and Chas. S. Ogden. The railroad fever is up.

THE "PAN HANDLE" RAILROAD.—In the Virginia House of Delegates, on Thursday, a vote was had on the question of granting a right of way to the Pittsburgh and Steubenville Railroad across what is known as the "Pan Handle" of Virginia. The Committee on Roads had reported that it was "inexpedient" to grant the right of way, and the motion was made to strike out "inexpedient" and insert "expedient." The amendment prevailed by a vote of ayes 73, noes 61, and a bill was ordered in conformity with the prayer of the petitioners.

STEUBENVILLE AND INDIANA RAILROAD COMPANY.—At a meeting of the City Councils of Philadelphia, held Feb. 2d, directions were given to the Directors representing the city in the Board of the Pennsylvania Railroad Company, to vote in favor of that Company guaranteeing the bonds of the Steubenville and Indiana Railroad Company to the amount of $500,000. The vote was unanimous.

RAILROAD CONNECTION.—The Pittsburgh City Council have granted permission to the Ohio and Pennsylvania Railroad to lay a track across either of the bridges or the acqueduct from Allegheny to Pittsburg, as well as the right of down Liberty street. This will make a connection with the Pennsylvania Railroad.

☞ The Board of Directors of the Mississippi and Tennessee railroad have elected Hon. Milton Brown, President, and Gen. R P. Neely, Secretary and Treasurer.

RAILROAD CAR MANUFACTORIES OF THE WEST.

Since Railroads have become the principal medium of transportation throughout our land, and the Great West particularly, establishments for the manufacture of Locomotives and Railroad Cars are springing up around us in all directions. In our last issue we noticed the factory of Mr. Clough, at Madison, Ind.; in this issue our readers will find the advertisement of Mr. Hungerford, at Maysville, Ky., and Messrs. Davenport, Russell & Co., of Massilon, Ohio. Also, Messrs. E. Thresher & Co., of Dayton, and Keck & Hubbard of Cincinnati.

These several firms present strong inducements to western and southern railroads to purchase this side of the mouniains. They are all under the direction of experienced men, mostly from eastern establishments, and can, and will unquestionably, give ample satisfaction to all who may give them a trial. Their facilities are unsurpassed for shipment, and why our companies do not purchase west instead of east, can only be explained upon the supposition that they can dispose of a greater portion of stock in payment at the east; but will not the additional expenses of transportation on eastern cars, more than counterbalance any saving made in this way?

☞ The Engineer in Chief of the Illinois Central Road, Mr. R. B. Mason, has recently made an interesting report on the progress of the work. He reports on the miles, by divisions, twelve in number, as follows:

Divis'n.	Miles.	Graded.	Unfi'd.	Tr'k l'd.	H'ds Em'd.
1	60	52	8	20	1.604
2	52	49	6	7½	692
3	43	27	16	—	371
4	49	43	6	—	211
5	44	40	4	16	362
6	60	56	4	56	675
7	79	51	28	14	790
8	67	52	15	25	800
9	56	56	—	56	Complete.
10	72	64	8	40	464
11	48	42	6	—	146
12	74	51	23	—	499
	704	580	124	281½	6614

The total expenditures for the graduation, rails, &c., equipment, interest expenses, lands, and all bills payable from 1st Fedruary, 1854, to 1st August next, are estimated at $3, 780,-251 61. And the ways and means, available in ample season for these expenditures, from negotiations already completed amount to $4,-022,175.

Cincinnati and Indianapolis Straight Line.—The Brookville *American* says nearly the entire line of the Cincinnati and Indianapolis railroad, has been let out to contractors, and that the work connecting Indianapolis with Brookville, and Brookville with Cincinnati, will be completed as soon as money can make it.

An Important Case.

Some of our readers are already aware that the Michigan Southern Railroad Company claim the exclusive right of running a railroad through Northern Indiana from east to west, and that they have applied for an injunction to prevent the Michigan Central road from running through that state to Chicago, claiming damages for every trip the latter has made.—The question was recently argued before the Supreme Court of the United States, Judge Bronson for the Southern, and J. F. Joy, Esq., for the Central Company. The question has been submitted to the Court, and a decision upon it may be looked for before many days.

Since the above was in type we find the following in the New York *Times:*

We hear from Washington that in the decision of the important case, before the Supreme Court of the United States, between the Northern Indiana and Michigan Central Roads, the demurrer filed by the latter has been sustained. The grounds of the decision are not yet known. If on the technical point made by the rejoinder of the New Albany and Salem Company, under whose charter the Michigan Central holds the disputed right of way, the suit may be prolonged; but if on the merits of the case, the Central Company will occupy their line as they now run it. In either event we do not doubt that a peaceable and unimpassioned conference between the managers of the rival lines in Michigan would be mutually acceptable to the stockholders in both roads.

Chicago and Mississippi Railroad.

We learn that arrangements have been made to carry forward the Chicago and Mississippi Railroad to a speedy and successful completion. The rails are already laid on 148 miles, and on 131 miles the cars have for sometime made regular trips. The remaining 71 miles of the road between Bloomington and Joliet, will be graded by the first of next month, and the masonry and larger bridges are entirely completed. At Joliet the road connects with the Chicago and Rock Island road. At the time of Mr. Dwight's suspension, in November last, $800,000 were required to complete the work from Bloomington to Joliet. Since then, by his unwearied efforts he has raised the requisite sum, notwithstanding the dullness in the money market. The chief engineer, Mr. Lee, estimates the annual receipts of the road at $1,500,000 per annum. They amount to $60,000 per month on the finished part of the road.—*N. Y. Jour. Com.*

Central Ohio Road.—We are gratified to announce, on reliable authority, that the Ohio Central Railroad Company has effected a purchase of 2,900 tons of rails, on very advantageous terms. The iron is now in New York, and a portion will be immediately shipped via the Baltimore and Ohio Railroad. It is intended for the section of the road between Cambridge and Wheeling. The track laying, will therefore progress as rapidly as the road bed is prepared, and we congratulate our community that the completion of this essential link, by which our great road will be placed in full connection with the cities and commerce of the West, is thus ensured at an early day.—*Balt. American.*

The Indianapolis and Bellefontaine Railroad.

Mr. Brough, President of the Company, has made his annual report, exhibiting a favorable condition of its affairs, Its pecuniary account stands thus:

Receipts for 6 months, from July 1st to January 1st	$118,018 43
Running Expenses	39,846 99
Net Earnings	$78,171 44
Total Cost	$1,493,871 00
Actual per cent. made	11½ per cent.
Divldend for 6 months	4 "
Surplus after paying interest	$19,032 00
Number of passengers carried	47,232

METEOROLOGY.

On one day in January (in 16 hours) the thermometer fell 57°; a change more violent than any we have before experienced. Last week the thermometer fell again 36° in one day. Such changes are extremely trying to the human constitution, and indicate the great variability of our climate.

Pennsylvania Railroad—Annual Meeting.—The treasurer's statement shows the total receipts from stockholders and loans to be $16,312,967 91, and the expenditures $14,-360,637 64; the subscription to other roads $1,300,000, and the balance in the hand of the treasurer $452,330 27. The earnings of the road were $2,768,769 72.

A resolution was adopted appropriating $150,000 to the completion of the conneetion with the Pennsylvania and Ohio Railway at Pittsburgh, providing that the connection be made east of the State acqueduct.

A resolution was adopted guaranteeing $500,000 in stock to the Steubenville and Indiana Railway. The Directors were also authorized to subscribe $500,000 to the Lebanon and Pine Grove Railway, for the purpose of making a connection from Lancaster to Philadelphia, in addition to the Columbia Railway, owned by the State.

Bureau Valley Railroad Extension.—From the Mt. Sterling, (Ill.) *Chronotype*, we perceive that the extension of this road to St. Louis, on the west side of the Illinois river, has been agitated, passing through Lewiston, Rushville, and Mt. Sterling, from its southern terminus at Peoria.

It may be that the sections laying west of the Illinois river, need railroad facilities; but the idea of reaching St. Louis from Peoria, by the route indicated; is rather a round about way of doing the matter up; when those points —being almost directly in a north and south line—could be so much more directly connected by constructing a short line from Peoria to Postown, there connecting with the Chicago and Mississippi road to Alton and St. Louis. Thus also, avoiding the necessity of constructing but a few miles of road.

We suppose, however, the object is to give those western counties a chance for railroad facilities, so plenteously enjoyed by the eastern section.

Cleveland, Medina and Tuscarawas Railroad.—In several numbers of the *Record* we have spoken of this road, since which, a change has been made in the location of a portion of the line.

From Medina it will go to Massilon, via the Chippewa and Boughman coal fields; from Massilon it will follow the valley of the Tuscarawas river, passing through the villages of Rochester, Navarre, and Bethlehem. From Navarre two routes are named—one by way of Canal Dover, New Philadelphia, Urichville and Cadiz, thence to Wheeling, its south-east terminus; the other, following the valley of the Tuscarawas river, passes through Bolivar and Zoar. At the latter point the route is up the Connotton creek to New Cumberland, Hagerstown, to Hanover, in Harrison county, thence to Cadiz, thence down Wheeling creek to Wheeling. Which route will be taken between Navarre and Cadiz depends upon the pending result of the surveys now making, and the amount of stock which may be subscribed. The friends of the Boliver and Leesburg route are sanguine that they have the best, and are confident that they can raise far more stock than the other line.

Illinois, Indiana and Michigan Railroad.—A Company has been organized at La Porte, Ia., to construct a railroad from Niles, in Michigan, to Kankakee in Illinois, via La Porte and Valparaiso in Indiana, thus connecting the Illinois Central with the Northern Indiana and Michigan Central roads direct.

Stock to the amount of $75,000 has already been subscribed. Mr. Folson, a well-known Contractor agrees to complete the road by September 1855, if a local subscription of $350,000 in cash can be had.

The following Directors were chosen: Wm. C Hannah and James Bradley of La Porte; John Reynolds and Ransom G. Hubbard of Terre Coupee; Geo. W. Reynolds of South Bend; B. Folsom of Adrian; and F. W. Hunt of Valparaiso. The officers are Wm. C. Hannah, President; James Bradley Treasurer; and Geo. S. Seymour, Secretary. Arrangements for an immediate survey of the route have been made.

Millegeville or Metropolitan Railroad.—We learn from the Southern *Recorder* that the survey of this road has been completed. Mr. Bonner, the Engineer estimates the total cost of the road from Warrenton to Macon, 71 miles, at $1,500,000, and the total cost, when properly equipped, about $1,750,000. According to this estimate, it will cost acout $20,000 per mile. It should be borne in mind, however, that this estimate is based on the present high rate of labor, as well as the present high price of iron.

IOWA CENTRAL RAILROAD.

The Galena *Jeffersonian* says that Messrs. Sherill, Bagley & Co., a New York firm, have taken the contract for constructing and equipping eighty miles of the Iowa Central Air-Line Railroad,from Sabula, opposite Savanna, westward towards Keha Paha Valley, and to the Pass. The contractors take a half a million of their pay in the stock of the road, balance in bonds and cash. The Iowa Central Air-Line is a continuation of the Chicago, St. Charles and Mississippi Air-Line road.

Logansport and Marion Railroad.—The work on this road is progressing rapidly.—The clearing and grubbing is completed from Marion to the Peru road, about 17 miles.—From there here it is being rapidly cleared.—On the other end of the road, about 500 men are at work grading. At a meeting of the directors at Marion, last week, it was announced that the financial affairs of the company were in a condition to justify the employment of any force desired. Messrs. Spader and Zera, and L. Sutherland have the sub-contract for clearing between here and Marion, and also the grading from here to the Peru road. Ferrell and Burt are the contractors.—*Logansport Journal.*

Logansport and Peoria road.—We have seen a copy of the contract for the iron for the Logansport and Peoria road. 9000 tons are to be delivered on the docks at Liverpool by the first of August next. The first lot of 1000 tons was to have been delivered on the 15th of December last, and the next in March, and to be apportioned through the time intervening until August. The price is £10 per ton, and the iron is good T rail, 58 lbs to the yard.

The terms are 18 months from the delivery of each bill of lading. The company have the power to defer the delivery. The road however, will be ready for the first that can be got here, and probably no postponement will be asked. This work has certainly every prospect of an early completion.—*Logansport Journal.*

Keokuk, Fort Des Moines & Minnesota Railroad Company.—From the Keokuk *Dispatch*, of the 2d inst., we take the following:

By Messrs. Hornish and Farner, the Agents of the Keokuk, Fort Des Moines and Minnesota Railroad Company, returned this morning from a tour up the Des Moines Valley, we learn that reliable pledges have been obtained for a subscription exceeding eleven hundred and fifty thousad dollars, including the subscription of this county and city. All along the line the project was met with the heartiest co-operation. This brilliant success exceeds the hopes of even the most sanguine. Three cheers for the Valley Railroad!

TO OUR WISCONSIN EXCHANGES.

Can any of our friends in Wisconsin, give us any information as to the Fox and Wisconsin River Improvement, and the value of the State Bonds issued for that work? We should be pleased to hear about it, and give the same an insertion in our columns.

Ohio and Mississippi Railroad.—This vast enterprise is rapidly progressing. On the 7th inst., an excursion train passed over the western division from St. Louis to Lebanon; and some day last week a train passed over the eastern division, from just below Cincinnati to Lawrenceburg, and a short distance below.

This end of the line will be opened as far as Leymone, the junction of the Jeffersonville road, in a very short time, when trips can be made to Louisville in four and a half to five hours.

Cincinnati and Cleveland Short Line Railroad.—This line has been located between Xenia and Delaware; and is but one-fifth of a mile longer than a straight line. The connection with the Cleveland and Columbus, and Springfield and Mt. Vernon roads is made some 500 feet east of the present depot at Delaware.

Bridging the Ohio.—On the 31st ult., a bill was passed by the Kentucky Legislature granting the privilege to the Maysville and Big Sandy Railroad Company to erect a bridge across the Ohio River, at some point where a junction could be effected with a great eastern line of travel. The arches and spans to be high enough to allow the free passage of the largest and tallest steamboats.

Railroad Association.—A Company has been formed in Chicago, for the recovery of baggage lost upon railroads. It is styled the "Western Railroad Association." William Van Olinda, of Chicago, is one of the projectors, aud is also general Agent for the Company.

Covington and Lexington Railroad.—Wm. Rock, Esq., late assistant Engineer of this road, has been appointed Superintendent in place of Mr. Shoemaker, resigned.

We have the pleasure of Mr. Rock's acquaintance, and feel assured that the road will not suffer for want of attention while ander his control.

Urbana, Findlay and Detroit Railroad.—A meeting was held at Findlay on the 23d ult., for the purpose of organizing a railroad under the above title, to connect Cincinnati directly with Detroit, via Urbana, Findlay and Toledo.

The following Corporators were appointed, viz: John Ewing, Samuel Howard, D. J. Corey, Parlee Carlin, Wm. Taylor, F. Henderson, Edson Goit, Elijah Barnd, Henry Brown, J. H. Wilson, W. L. Henderson, G. H. Crook, and Hugh Newell.

It was resolved that the Company should be styled the "Urbana, Findlay and Detroit Railroad Company."

Numerous speeches were made, and the necessity of the road dwelt upon, and the meeting adjourned fully determined to carry out the organization of the Company.

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	90	92
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	93	94
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort aad Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	84	86
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1895–6	97¼	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	86	90
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93¼	94
Ohio Central	1st mortgage, convertible, west section	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		99	100
Pennsylvania	1st ortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st " convertible	7		78	83
Rock River Valley Union	1st convertible	7	1872	98	100
Sandusky and Mansfield	1st "	7	1860	82	85
Do do	2d "	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st "		1861	92	95
Do do do	2d "			90	95

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	58	60
Bellefontaine and Delaware	55	40	50
Bellefontaine and Indiana	50	85	87
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		28	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	104	105
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	100	77½	80
Cleveland, Columbus and Cin	100	123	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	85	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnatt.			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	106	108
Covington and Lexington	50	65	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Illinois			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	60
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	60
Marion and Mississinewa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		99	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	50	55
New Orleans and Ohio			
New York and Erie	100	78	80
Northern Indiana		116	118
Ohio Central	50	80	90
Ohio and Indiana		95	75
Onio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		98	100
Parkersburg, or Northwestern Va			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	75	80
Springfieldand Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	91	93

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121½
Do	6	1868	122½	122¾
Do (int. ceases July 1).	5	1853	101⅛	102
Do Coupons		1862	117½	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	104	105

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97¾	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	3 prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½	3 prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½	3 prem
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½	3 prem.
Do	90 days	interest off	——
Do	60 days		——
New Orleans	Sight	par	½pem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$178	$182
80 acre warrants	90	97
40 acre warrants	45	44

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, February 15, 1854.

THE SALES WERE AS FOLLOWS:

10	Shares Cin'ti, Hamilton & Dayton Railroad		103 75
30	" " " " " "		104 00
10	" " " " " "		104 00
10	" " " " " "		104 00
20	" " " " " "		104 12½
25	" " " " " "		104 25
35	" " " " " "		104 25
47	" " " " " "		104 50
36	" Ltitle Miami		110 00
25	" " "	"	110 00
30	" " "	"	110 12½
50	" " "	"	110 25
30	" " "	"	110 37½
37	" " "	"	110 75
12	" " "	"	110 00
20	" " "	"	110 37½
50	" Eaton & Hamilton	"	55 00
30	" Central Ohio	"	79 00
21	" Covington & Lexington	"	65 00
19	" " "	"	60 00
30	" " "	"	65 25
47	" " "	"	65 75
25	" " " (new)	"	63 25
22	" Cin. & Marietta	"	60 00
36	" Hillsboro & Cin.	"	60 00
50	" Columbus and Xenia (60 days)	"	108 00
150	" Cin. Western (4 per cent)	"	38 00
10	" Mad River and Lake Erie	"	76 00
26	" " " "	"	76 25
25	" Spring., Mt. Ver. & Pitts.	"	75 00
40	" Cin. Wil. and Zanesville	"	78 00
6	" " " "	"	80 00
13	" Cin. and Harr. T'p'ke Co. per share		10 00
19	" Firemans' Ins. Co.	"	19 50
26	" " "	"	19 00
15	" Wash. Ins. Co.	"	22 00
1	" Farmers' Bank Ky.	"	110 00
$1051	Notes of Cin. W. W. Canal Co.	"	105 00

THE OFFERS WERE:

Dayton and Western	77 25
" " "	74 00
Mad River and Lake Erie	74 00
Cin. Wil. and Zanesville	77 50
Central Indiana	75 00
Cleveland and Pittsburgh	88 00
Indianapolis and Bellefontaine	80 00
Cin., Ham. and Dayton	104 00
Columbus and Xenia	107 00
Bonds White Water Canal	74 00
Madison Ind, and Peru	67 50

For New Albany and Salem, Columbus, Piqua and Indiana, and Junction roads, no offer could be had.

MONETARY.

At the East there is an evident improvement in Monetary affairs, and the prospects are very flatteriug of a continued ease. The rates of interest vary but little from our last quotations.

Exchange is dull at 108 @ 109, the latter for the best names.

The Stock Market exhibits more firmness, though railroad securities are still dull. The demand for Money for railroad purposes is large, but there seems to be a general unwillingness to invest in any of the numerous new schemes constantly being pressed upon the market.

The following sales of stocks among others, were made by A. H. Nicolay, on the 6th aud 9th insts.:

5	Bonds, $1000 each	N. Y. & Erie, 7s. 1862, conv.	$82.37½
10	do 1000 "	" 7s. 1871, "	85.50
10	do 1000 "	Harlem, 7s. 1st mort. 1861	100.00
$5000	Bonds	Buffalo, Corning and N. Y. Road, 7s. 1867	$75.50
1	Bond $1000	Lyons, Iowa, Central road, 1st mort. 7s. 1873. conv. coupons	45.75
3	do do	do do	46.00

Simeon Draper sold as follows on the 7th inst., viz:

$1,000	City of Memphis 6's (Int. added)		71.00
10,000	Chicago and Rock Island 1st mot, (Int. ad.)		74.00
43,000	Junction RR. Ohio	do do	91.00
22,000	Columbus, Piqua & Ind. RR.	do do	80.50
3,000	Wisconsin bonds, 12	do	95.75
12,000	do do	do	95.25

In relation to the STOCK SALES, made in New York City, the Mercantile *Journal* uses the following language:

"If the sales at auction (which morally should be a true test of the public estimation of the securities offered) were *bona fide*, we should say, that railroad stocks and bonds generally, were entirely out of credit; but when we know that sales are continually reported, without a single transfer being made of the stock and that the same bonds are offered day after day, no opinion can be formed of relative values from the prices reported."

This may be the state of affairs at the New York Board; but such is not the fact at the CINCINNATI BOARD, under the direction of Isaac Osborn Davis, Esq. All stocks, bonds, or other securities knocked down *as sold* by him, are *bona fide* sales. When a lot is offered and *not sold* the fact is announced, as well as the last *bona fide* bid, so that those reading the reports of these sales, as well as those present, can know at once what was sold, and what offers were made for those not sold; thus presenting a true index of the feeling at the Board.

Mr. Davis deserves much credit for the manner in which he conducts the Stock Sales of the Cincinnati Board. He has the confidence of this community: and we commend him to those abroad who may desire to try the Cincinnati market with their securities.

At the West Monetary affairs remain at about our last quotations, with a tendency to an easier market. The ruling rates on the street for short prime paper, is 1 per cent. and from 1¼ @ 2 per cent per month, for that less known. Long paper finds few purchasers. Stock collaterals range from 2 @ 2½ per cent. per month.

Eastern Exchange we quote at ½ @ ¾ prem.

In the Stock Market our sale quotations exhibit an increased activity, but not at equally advanced prices.—The operations are confined mostly to certain well known securities, which find purchasers at nearly uniform prices. This state of affairs renders it difficult to make any alterations in stock quotations; we refer our readers to the sales and offers at the Cincinnati Stock Board, for an idea of the state of the market.

We have introduced among our quotations of Railroad Bonds. the Cincinnati, New Castle and Michigan, first mortgage, real estate, convertible bonds, bearing 10 per cent. interest, and having five and ten years to run, and the same style and class of Bonds of the Cincinnati Western Company, upon the authority of a well known and responsible Banking house in this City. Some $21,000 of the first named bonds were negotiated in this city last week at the quotations.

☞On yesterday the 15th inst. the citizens of Maysville were called upon to vote whether the Council of that city shall endorse or guarantee the payment of principal and interest of $200,000 of second mortgage bonds of the Maysville and Lexington Railroad Company.

COLUMBUS AND HOCKING VALLEY RAILROAD —This Company was fully organized in that city on Tuesday last, and the following board of Directors elected: Messrs. John T. Brasee, T. Van Trump, Wm. Medill, P. B. Ewing, Chas. Borland, T. L. Minturn, and Alexander White. The amount of stock already subscribed is $231,230. The first meeting of the Board was held in Chillicothe.

NEWPORT & EMINENCE RAILROAD, KY.— The charter for this road was passed by the Lower House of the Kentucky Legislature, by a large majority, on the 8th inst.. What the ate of the bill will be in the Senate remains to be seen. The opponents of the measure hope for its defeat in that body.

LEXINGTON AND DANVILLE RAILROAD— CHANGE OF CONTRACTORS.—Mr. DeGraff has taken the entire charge of the construction of this road, and has agreed to complete it within eighteen months, taking the bonds of the company in payment.

ACKNOWLEDGMENTS.

We are indebted to Hon. W. H. ENGLISH, of Indiana, for a copy of the U. S. Census Report of 1850," for which he has our best thanks.

Some kind friend, the author we suspect, has also sent us a copy of Lieut. Maury's " Sailing Directions," published under the direction of the Secretary of the Navy; a very valuable document containing an immense amount of valuable and interesting matter of which we shall, from time to time, avail ourselves for the benefit of our readers.

The February number of HUNT'S MERCHANTS' MAGAZINE is at hand, containing articles on the Commerce of the United States, Mercantile Law, Banking, Currency and Finance, Statistics, Mining, Manufactures, Railroads, Canals, etc., etc., all treated with the usual ability of the author of this magazine. We commend it to our friends.

JOURNAL OF THE FRANKLIN INSTITUTE of the State of Pennsylvania. The February number, being number 2 of vol. 17, 3d series, is also at hand, filled as usual with excellent original articles, etc., on Civil Engineering, Patents, Mechanics, Physics, Chemistry, etc. This journal is among the best of our scientific publications and should find a place among the leading works of the day in every man's library.

Advertisements.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.

Maysville, Ky., Feb. 16, 1854. 2**

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSEL

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut

CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :— Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12-tf

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

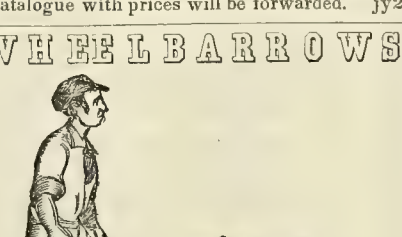
Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

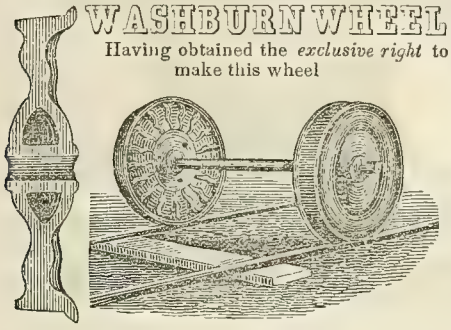
Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company.

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either o us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by he above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 PEARL STREET,

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures. to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards, Spoons,	Nail Hammers, Drawing Knives,
Cut, Wrought and Cabinet Brass Floor Nails,	Goods,	Rules, Squares,
Cotton and Manilla Rope,	Looking Glasses, Japan Ware,	Saws, Coopers' Tools and
Spectacles, &c.	Razor Strops,	Planes.

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

Mr. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

Mr. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,

IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

Mr. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.



CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

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July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
novl7 3 College Hall, Walnut St,

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Collections made on all the principal cities of the Union

WESTERN BANK,

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Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

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Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
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Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

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Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

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Norris' Locomotive Works,

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ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

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ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

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Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.
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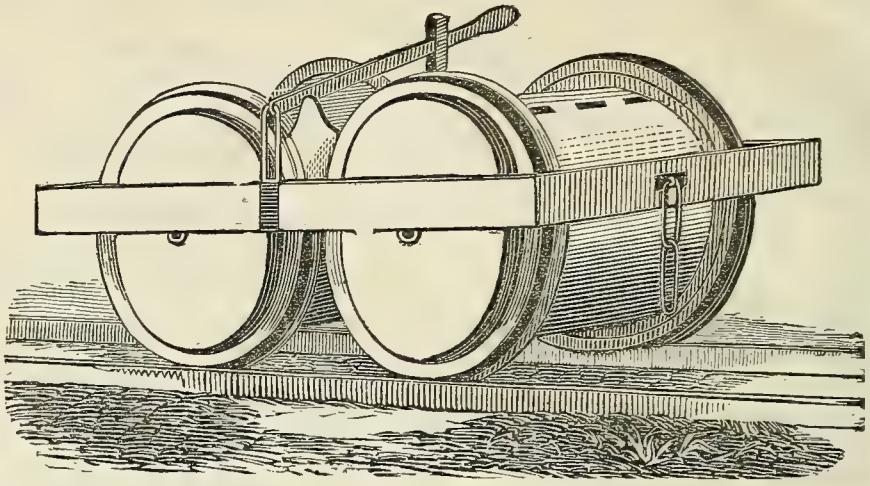
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For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,
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MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



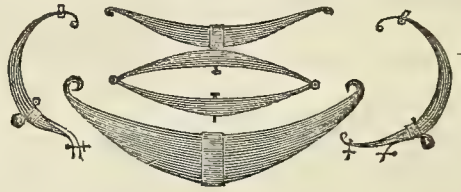
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LOCO-  AND CAR

MOTIVE SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge.

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
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I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
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THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.
†May 19.

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SHOEMAKER, LEVIS & CO.,

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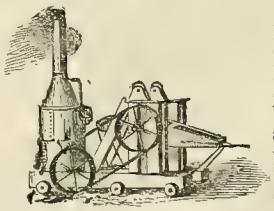
CINCINNATI, O.

January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale
†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."

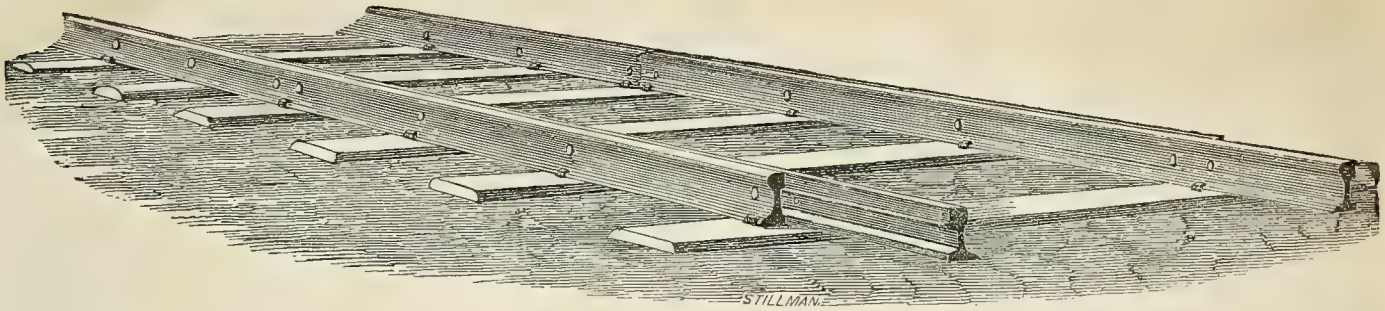


DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

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WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track—it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

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Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

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Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,
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ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES,

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Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

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Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

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Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, In general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives, Engines, Boilers, Machinery, &c.

General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
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Locomotive Works, Cincinnati.

THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

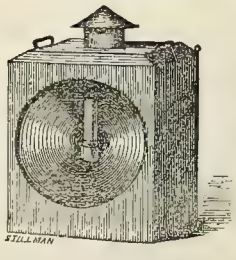
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

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CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield,
†oc20 Massachusetts.

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,—10 casks, assorted weights, now in store.

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Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

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Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
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Type and Stereotype Foundry.

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Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,

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And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

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Pica at.....	30 cents.	Minion at.....	48 cents.
Small Pica.....	32 "	Nonpareil	58 "
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Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

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☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

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CINCINNATI TYPE FOUNDRY.

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L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

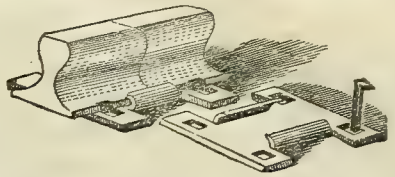
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount. †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities. Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern, either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention,

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,

64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,

Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

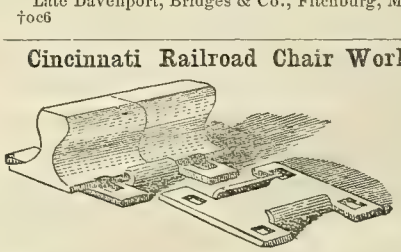
Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron. Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers, Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr 17 GEO. GARDNER & CO., Boston, Mas

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000,** and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD,	AMBROSE W. THOMPSON,
JACOB L. FLORANCE,	WM. M. GODWIN,
LAWRENCE JOHNSON,	GEORGE M'HENRY,
BENJAMIN W. TINGLEY,	PAUL B. GODDARD,
AMES DEVEREUX,	OCTAVUS A. NORRIS.

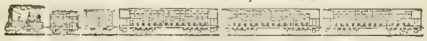
STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce butiness only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Company will justify. The value of each risk is computed annually by the Actuary of the Company.
†mr3

MUSKINGUM WORKS,
ZANESVILLE, OHIO.



DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.



New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

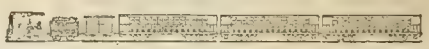
Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
jmr24 9 and 11 West Second St., Cincinnati

Cincinnati, Wilmington and Zanesville Railroad,



OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road, at Deerfield, Butterworth's water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.
dec22†

South-Western Car Shops,

Madison, Indiana.

THE Subscriber is prepared to execute orders at short notice, for all kinds of Passenger, Freight and other descriptions of Railroad Cars.

Work delivered at any point accessible by railroad, or by the Ohio and Mississippi rivers.

Facilities for transportation, enable the subscriber to afford peculiar advantages to Companies requiring work delivered in the South and West.

W. CLOUGH.

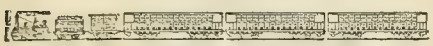
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JNO. BROUGH, Esq. WINSLOW, LANIER & CO.
jan. 19-1**

GLENDON REFINED IRON.

BARS, Rods, Band Iron, &c., for sale by
†mr17 GEO. GARDNER & CO., Boston, Mass

Railroad Line.



Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk, A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

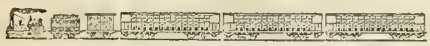
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake steamers to Buffalo, and Railroad by either route $15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York 14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad..... 19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads 18 00
An additional charge of 50c. via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake steamers.. 17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg 17 00
From Cincinnati to New York via Lake steamers and Ogdensburg..... 15 75
From Cincinnati to Buffalo via Lake steamers..... 8 00
Do do Detroit 6 75
Do do Chicago via Detroit..... 11 50
Do do Toledo 5 75
Do do Chicago via Toledo..... 11 50
Do do Chicago via Indianapolis..... 9 00
Do do Sandusky 5 00
Do do Clyde ..... ——
Do do Terre Haute..... 5 50
Do do Lafayette..... 5 50
Do do Indianapolis..... 3 00
Do do Greenville 2 50
Do do Troy 2 50
Do do Dayton 1 50
Do do Richmond..... 1 60
Do do Eaton 1 25
Do do Hamilton..... 60
Do do Springfield 2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in ..... 30 hours.
To N. Y., by Lake Steamers via Cleveland.. 39 "
To Pittsburgh in..... 14 "
To Boston in ..... 34½ "
To Philadelphia in ..... 38 "
To Baltimore in..... 38 "
To Wheeling in..... 18 "

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

—ALSO—

Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train — Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route $16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York..... 15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York..... 14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads..... 20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads 19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads..... 19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads 18 00
An additional charge of fifty cents via Niagara Falls and above routes.
From Cincinnati to Montreal via Lake Shore Road, 18 00
From Cincinnati to Montreal via Lake steamer... 17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg 18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg 17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg..... 16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh 15 75
From Cincinnati to Buffalo via Lake Shore Road. 9 00
From Cincinnati to Buffalo via Lake Steamer.... 8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh..... 15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh..... 15 50
From Cincinnati to Pittsburgh via Crestline..... 7 75
From Cincinnati to Pittsburgh via Cleveland..... 9 00
From Cincinnati to Baltimore via Wheeling..... 14 65
From Cincinnati to Washington via Wheeling.... 15 95
From Cincinnati to Philadelphia via Wheeling... 15 95
From Cincinnati to Wheeling..... 7 15
From Cincinnati to Cleveland 6 00
From Cincinnati to Zanesville 4 80
From Cincinnati to Columbus 3 00
From Cincinnati to Springfield 2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent.

THE

Railroad Record,

IS PUBLISHED EVERY THURSDAY MORNING,

At No. 167 Walnut St. Cincinnati, O.

E. D. MANSFIELD, EDITOR.

The RAILROAD RECORD will be issued weekly. Will be printed on fine paper, in quarto form, and mailed to Subscribers at THREE DOLLARS per annum, payable in advance.

AS A MEDIUM OF ADVERTISING, for all matters connected with RAILROADS, MACHINERY, Manufactures of all kinds, &c., &c., the RAILROAD RECORD offers inducements seldom equaled. In no portion of the Union is the progress of improvement in Railways, Machinery, &c., more rapid than throughout the West and South, and all information upon subjects connected therewith is eagerly sought for. The circulation of the RAILROAD RECORD will be very extensive throughout these sections, and presents a certain means of bringing all inventions, improvements, &c., in machinery directly before those interested in their uses.

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" " per month..... 3 00
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J. A. & U. P. JAMES,
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167 Walnut st., Cincinnati

AGENTS.

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RAILROAD RECORD.

AND

Journal of Commerce, Banking, Manufactures, and Statistics.

No. 52. CINCINNATI, THURSDAY, FEBRUARY 23, 1854. Vol. 1.

THE

Railroad Record

IS PUBLISHED EVERY THURSDAY MORNING,

BY J. A. & U. P. JAMES,

At No. 167 Walnut Street, Cincinnati.

E. D. MANSFIELD, EDITOR.

For TERMS and list of Agents, see last column last page.

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OUR RAILROAD MAP---NEW EDITION.

We have now ready a new and revised edition of our RAILROAD MAP, containing corrections and additions from reliable sources, making it as reliable as it is possible to make such a map.

We are prepared to print maps for Railroad Companies to illustrate their reports, either from the stone as it now is, or make any alterations to suit parties. Railroad Companies will find this much more economical than getting up maps especially for their roads.

Price of maps as follows:

Plain, sized,	40 cents.
Colored in outline,	50 "
Colored in States,	75 "

A liberal discount where a number are taken.

The time, by Railroad, from Pittsburgh to Philadelphia, is only fifteen hours, since the completion of the tunnel.

ONE YEAR OF THE RAILROAD RECORD.

The termination of a year since we commenced the *Record*, gives us a right to speak briefly of ourselves. *First*, of what we have done. The *Record* contains a *complete history* of every railroad west of the Alleghenies, during that year; a notice of every company organized; of every one projected; and of every law in the Western States, which effects their general interests. At least this has been done so far as there were any means of information. We have also furnished general and correct views of the currency, of commerce, of navigation, and general statistics. In addition to all this, we have published numerous communications, many of them very valuable, on these topics. Finally, we have given in each number, a very correct table of the prices of Stocks, Bonds, etc.; a list of Stock sales, and a money article. All this has been done, with as little *verbiage* as possible; so that we have furnished our subscribers with very little *waste* paper. Perhaps this is a fault. We have seen in newspapers very often a boast that they have published so much *matter*. But, if that matter be worthless, wherein is the recommendation? It is wasting paper to no purpose. We have endeavored to make our paper tell, by making it all valuable. How far we have done so, is for the judgment of our readers.

Secondly, of our support and encouragement. From the community generally, we have perhaps, received as much support as we expected. But there are two classes of persons, who, in some degree, have disappointed us. One of these is Railroad Companies and Railroad men. With two or three marked exceptions, railroad companies in the West have not done what we might necessarily expect from them. The cost of this paper, or of an advertisement, is very little; while the benefit to every railroad company is direct and great. Hence they should interest themselves in its support, and very little interest exerted along the line of railways in its behalf, would strengthen our hands, and enable us to believe that our labor was not altogether unrewarded.

Another class of persons, which we think *ought* to be more interested in our success, is the merchants. We are not merely a *Railway* journal. We furnish the most accurate statistics of commerce, currency and navigation, the country can afford. If, in the last six months, for example, our articles on the production and export of breadstuffs, had been carefully read, a sagacious merchant might have secured great profit, not on opinions but on a simple record of facts. Statistical journals, where they can be *relied upon*, are the most valuable aids of a merchant.

To the large body of friends, who have unsolicited given us their aid and encouragement, we tender the most hearty thanks, and hope that we and they may travel a little further together in the path of usefulness and knowledge, giving each other mutual aid and comfort. If we do not deal in figures of speech, we give figures of far higher value; and if we have no visions of poetry, we have visions of a country made great by useful labor, and sagacious enterprize.

GEOGRAPHICAL DISCOVERIES.

The earth is certainly but a fixed magnitude. It is not India Rubber, and we cannot stretch it out. In fine, we are placed on a little ball of definite dimensions. If we recollect right, it is only about 24,000 miles round, and 8,000 miles through. Now, this is such a moderate space, that we wonder how mankind have lived on it so long, and known so little about it. The fact is, we know there are certain continents, islands and peninsular bodies that we live on; but as to real and accurate knowledge of them, we do not, at this moment, know much about one half the earth. How much do we know of Africa, Egypt?—a few ports, and a caravan route, and that is all. What do we, or any body, know of a large part of South America? What do we know of Tartary, of Affghanistan, and the Polar Regions? We know that they exist, and that is about all. Their inhabitants know but little more. Of half North America, how much is known? It is scarcely inhabited even by Esquimaux. McKenzie's Travels, and Sir George Simpson's Journey, contain about all the real knowledge we have of one-third of North America.

There have been a great many debates about the relative knowledge of Ancients and Moderns, (all of which is, of course, great nonsense, but has really exercised some minds seriously,) but how much did the Ancients know of the earth on which they lived?

We shall be within bounds, when we say, that the knowledge of the geography, and geology of the earth, possessed at this time, is at least treble that possessed by the Greeks and Romans. This settles the controversy; for the knowledge of the earth is primary, and the basis of all physical knowledge. Leaving this topic, we proceed to some things, which are now being done for the progress of geographical knowledge.

On Thursday, the 16th inst., Lt. Maury of the Hydrographic Office, Washington, delivered a very interesting discourse before the Geographical and Statistical Society of New York, in which he described many of the discoveries, and geographical enterprizes of the past year.

The discovery of the NORTH-WEST PASSAGE is one of them. This is rather a *confirmation* than a discovery; for the coastings of the north-west part of America, and the Islands of the Polar Sea had satisfied all minds, that such a passage existed. Lt. McClure, however, has confirmed and demonstrated the assumed fact.

The VALLEY OF THE AMAZON has been explored and surveyed, by Lt. Herndon, of our Navy.

The results of the expedition are thus described:

In 1850, Lieut. Wm. L. Herndon, United States Navy, was sent to explore the Valley of the Amazon. He was directed to cross over the Andes from Lima, and reaching the head waters of that river he was to follow it to the sea.

The object of this expedition was eminently practical and highly important. It was to ascertain the present resources and future capabilities for trade and commerce of that magnificent water shed. This report has been published by order of Congress, and it will be found one of the most interesting, instructive and valuable documents of the day. He ran a line of soundings from the sources of the Amazon among the mountains to its mouth under the line, and found it navigable for vessels of the largest class, from the sea to the base of the Andes, a distance of nearly 3,500 miles.

THE EXPLORATION OF THE VALLEY OF THE RIO DE LA PLATA is now going on. Lt. Maury says:

Lieut. Page, in the United States steamer *Water Witch*, with a complement of most excellent officers, is engaged in an exploration of the Rio de la Plata, and its tributaries. This river is the Mississippi of the Southern hemisphere. Lieut. Page is well supplied with instruments and means. He has with him a photographic apparatus, with all the appliances which ingenuity has lent to modern geographical research.

My last letter from him is dated Oct. 21, 1853. He was then with his steamer at the city of Asuncion, on the Paraguay River. He had not found a single bar, sand-bank, or sawyer, to interrupt his progress. On the contrary he carried twenty feet of water up to the city which is farther from the mouth of the Rio de la Platta than St. Louis is from the mouth of the Mississippi.

EXPEDITION TO CHILI.

Lieut. Gillis, U. S. N., is preparing for publication his labors as the Director of the Astronomical Expedition to Chili. He is an officer of the most untiring industry, and we may expect from him valuable contributions to our knowledge touching the geography and statistics of that interesting and thriving country.

THE ISTHMUS OF DARIEN is being surveyed for a SHIP CANAL.

The project of a ship canal across the Isthmus of Darien has been renewed, and it is about to be presented to the world under more favorable auspices than it has ever yet been.

Lieut. Strain, U. S. Navy, sailed last December, with an excellent corps of young officers, in the U. S. Ship *Cyane*, for the purpose of examining that route thoroughly.—There is, therefore, in store among the labors of that party another valuable contribution to the general stock of human knowledge.

THE HARBOR OF JEDDO, IN JAPAN, has been surveyed.

Commodore Perry, with his accustomed energy, has already had surveys made of several important places in the East—among them the harbor of Jeddo, which is described by one of his officers as one of the boldest and most beautiful sheets of water in the world—not excepting the harbor of San Francisco, or of Naples, or of Rio, nor your own lovely bay.

"We ascended," says Lieut. Bent, of the *Mississippi*, in a private letter, "to within about seven miles (in a straight line) of Jeddo, carrying from 40 to 17 fathoms of water all the way. This was nineteen miles nearer the capital than any foreign vessel had ever previously been. This occurred after the reception, and as everything had gone on very successfully, the Commodore did not wish to do anything that would militate against the advantages we had obtained, or he would have gone, I imagine in sight of the city, which was hidden from us only by a point of land some three miles ahead.

"This is the fairest sheet of water in the world, not excepting Rio and San Francisco. Thirty-five by twenty miles in diameter, surrounded by numerous snug coves, and most lovely shores, it contains not a single island except close along its borders, and seems perfectly clear from obstructions of any kind to navigation. It connects with the ocean by a strait, ranging from ten to fifteen miles in width and forty fathoms in depth."

THE NORTH PACIFIC OCEAN is also being surveyed by our government. Lt. Maury says:

He is constructing a chart of that harbor.

Ringgold with his squadron has just about this time entered fairly upon the field of his operations, which includes the North Pacific Ocean, with its arms, straits and gulfs. —That is the largest surveying expedition now afloat under any flag. And never has any nation sent forth an expedition in the cause of Science better fitted and found than this is.—For accurate work and practical results, it has with it all the means and appliances that government, in the indulgence of an enlightened liberality, could suggest, or that science, ingenuity, and the improvements of the age could bestow. His squadron consists of five vessels. He is assisted by a corps of young and accomplished officers, who have entered upon this service *con amore*. These constitute the elements of success. We may expect, therefore, in the course of the next three years much valuable information concerning the North Pacific Ocean, for discoveries and results as fast as made and obtained are to be sent home to the Hydrographical Bureau of the Navy for publication.

THE DEEP SEA SOUNDINGS is another matter of great interest. Ignorant persons supposed the Ocean could not be sounded. But it has been, by the officers of the American Navy. The general depth of the ocean is from 5 to 7 miles. Baron Humboldt says that America has furnished a new branch of Physical Geography in this exploration. We are sounding the *bottom of the ocean and discovering its plants, and rocks, and shells to the eyes of the world.*

THE SURVEY OF THE GREAT LAKES is another of our enterprizes now going on.

In the same category comes the hydrographic survey, by the Army, of the great American Lakes. That work, too, is being pushed forward even with more than its wonted vigor. It has already enriched one department of geography with an important discovery. You know it has been said that the bottom of Lake Huron, especially, was far below the level of the earth. Macomb informs me that nowhere in that lake has he been able to find water more than 420 feet deep, which places the bottom of that lake far above the surface of the sea.

Thus is the Government of the United States enriching the geographical Science of the world; and thus is modern science rapidly revealing all that can be known of the earth.

Toledo and Louisville Railroad.

We understand that a company has been organized under the name of the Toledo and Louisville Railroad Company, who purpose constructing a road that shall give this city a railroad connection with the Ohio, opposite Louisville. The corporators are Samuel B. Scott, Denison B. Smith, Jesup W. Scott, Samuel R. Reed, Edward Haskell, Thos. M. Cooley, Daniel Segur, and Joel W. Kelsey, and the organization is under the General Railroad Law of this State for the construction of the Ohio portion of the line.

The design of the corporators is to connect at or near Richmond, Ind., with a road being constructed from Louisville to that place. From Richmond, if the proper connections can be made with the Dayton and Michigan Railroad, they propose to continue the road on a line that shall pass through or near Greenville and Minster to Wapaukonnetta. Should they fail to make satisfactory connections in this direction, they will go farther to the west, and passing through Union and Celina, connect with the Toledo and Indianapolis Railroad at or above Delphos. The former line would require the building only of about sixty-five miles of road to give us an almost air-line road to the falls of the Ohio. The line of the Dayton and Michigan road from Toledo to Wapaukonnetta, varies but a trifle from a direct line, and a glance at the map will show that no line in the country of equal length would vary less from an air-line than the line from Louisville to Toledo, which the building of this short link would complete.—*Toledo Republican.*

DR. SLACK ON THE DECAY AND PRESERVATION OF TIMBER.

(CONCLUSION.)

From what has been advanced respecting the principles of wet rot, simple methods of counteracting decay in exposed timbers are at once suggested. If a plan be devised by which to keep dry the interior of the wood, so that moisture and high temperature cannot act injuriously, the point is measurably reached. For example : Let exposed and large bridge timber be prepared—I recommend the wood to be sawed into plank or boards of the proper width and length, and not over 2 or 2½ inches in thickness. Let the beam be formed of a number of these boards or plank, bolted together at suitable distances—the bolts being brought up by good iron screw nuts, and where the bolts pass through the boards, let slips or blocks, ½ an inch thick, be inserted between each of the several boards, so as to form a space of ½ an inch between each board and its neighbor in the bundle or large beam. Let the place where the bolts pass, as well as the small ½ inch blocks, be well pitched when the parts are put together, to keep out moisture. In this case the beam possesses many open spaces, and when moisture from rain penetrates within, it is quickly, dissipated or dried, and no chance is furnished for the putrefactive ferment to form. The beam is even stronger than if solid, and at but very little extra expense. The most decaying material in the forest prepared in this way, will last longer than the best oak employed in the common manner. The trouble and extra expense are very small items, when compared with the strength and durability, especially of bridges in exposed situations.

Large mortices on the upper side of the beam are *utterly irrational*, unless bored entirely through to let the water pass off. They constitute so many cups, inviting and promoting the decay and speedy destruction of all timbers exposed to the rains of Heaven and varied temperature.

Dry rot occurs only in confined situations, which have no free circulation of air. Here moisture may accumulate in wet seasons or low situations. This moisture, when the temperature is considerable, deposites on the outside of joists, sleepers or large confined timbers. It there dissolves the inspissated substances, attracts oxygen, forms a weak acid, which in turn, combines with the vegetable albumen, fibrine, salts, etc., adjacent. Thus the ferment is formed which operates from the surface to the center of the timber, till the work of decay is completed. This rot is just the reverse of the wet rot in its progress. The remedy is divided timbers and a free and good circulation of air. Under all low, confined floors, and in all very close, unoccupied lofts, let ample ventilators, perforated pieces of copper or tin, be placed, and dry rot, inevitable under other circumstances, will be prevented.

I pass to my second head: The application of principles in plans, by which wood may be made to resist decay to an indefinite period, or at least four times as long as when employed in the manner now usually practiced.

Under the head of wet and dry rot, principles easily reduced to practice have been furnished, by which the durability of exposed wood structures and timbers, may be greatly promoted. These particulars by no means exhaust the subject, nor will they apply to all forms of wood or timber to be used in the arts. Posts for fencing is an item of great interest, especially to the agriculturist; and the wooden sleepers laid on or in the ground, on which to base the rails of our numerous railroads, are of much greater importance than fence posts. The durability of timber in both cases, deserves the profoundest attention, but in the latter, if at small additional expense, not half the outlay of *Kyanizing*, the timbers can be made to last as long or longer than by the latter process, and four times as long as those laid without preparation; will not a real benefit be conferred? It is my candid opinion that when fence posts and the bed rails for the chairs of the iron ties, are duly prepared, they will resist decay from 15 to 20 years, while on the common plan, they are to be replaced every 5 or 6 years.

1. The first process is to hew or saw the fence posts to their proper size and shape. The bed rails for the tie fastenings must be treated in like manner.

2. That two 20 feet boilers, or of greater or less length, be provided. The rejected boilers of steam establishments, will usually answer. These being turned up and a proper opening made on the burnt side, large enough for the prepared rails to enter, with the slit or opening in each boiler up; let both be set in a distinct furnace, with proper chimney for draught, but not expensive.

3. Let a cast iron apparatus for making pyroligneous acid, be constructed and set in its furnace. It is ascertained by experiments conducted in this place some years since, that one cord of dry wood will make two barrels of pyroligneous acid of sensible strength; from 6 to 10 gallons of good tar, and nearly half a cord of charcoal, left in the retort when the process is over. The large quantity of illuminating gas, or carburetted hydrogen disengaged, was not estimated in the experiments above. The retort employed received a quarter of a cord of wood at a charge, and the wood used was beech, sugar-tree and hickory. The common woods of the forest, when fresh cut fire wood was used, a larger amount of pyroligneous acid was produced, but weaker or more dilute. Let the pyroligneous acid manufactured, be placed in one of the slit boilers already noticed, with a few clippings or turnings of iron. This is not esssential. A pyrolignite of iron will at any rate be formed without, though better with the clipping. The important particulars are the antiseptics, such as acetic acid, picmar, capnomor, upion, the last three being peculiar oils, and *creosote*, the most powerful resister of *putrefaction* in the whole. This substance, when ever present, and in pyroligneous acid, is found to the extent of several per cent, (of from 5 to 10) always destroys ferment, whether vinous or putrefactive.

Let the posts or railroad timbers, by lifting apparatus, be raised and plunged in this liquid at a boiling temperature, and they will be quickly impregnated. Next let them be lifted out and dried under sheds.

If the prolignite boiler were constructed with a lid containing lifting apparatus, so as to shut down air tight, and an air pump inserted in the end of the boiler, to exhaust above the boiling liquid, impregnation would be almost instantaneous.

4. Let an iron casting, just large enough to receive the fence posts or railroad timbers, so as to fit all round the exterior, be set in another furnace, and when red hot let the railroad sleepers or posts, previously pryrolignated, be inserted and charred all round.

5. Let these same charred pieces be inserted, as the finishing process, in one of the slit boilers, mentioned in section 2, in which a portion of tar is boiled down to good pitch, and kept perfectly liquid. The fence posts and railroad sleepers are now prepared for appropriation in place wherever required.

It may be here remarked, that if the processes of preparing the timber, are thought too particular in the above description, the charring or even the tarring may be omitted; the timber however will not be so perfect as by the whole process. The steps are all in place, exceedingly important, and on great lines of railroad, the apparatus necessary, will, in expense and trouble, be but a small item. When the bed rails or sleepers are laid, and the chairs for the ties are spiked on, a portion of the pitch may be cut off. This deficiency can be restored by having a vessel of pitch warmed, or liquid, and the part injured, by a brush applied to the liquid, may be again re-pitched, so as to prevent almost entirely, the entrance of moisture. The process of *Kyanizing* the bed rails or sleepers, on our roads, as now attempted, can not be other than *very expensive*. The materials, *mercury* and *acids*, even in the roughest condition, cannot be provided but by an outlay *twice as great*, as in the cheap materials and apparatus, for the use of pyrolignite of iron, charring and pitching, while the latter is equally good, if not decidedly superior, in practice. Indeed, millions of dollars may be saved, by the expenditure of a few thousands in the proper preparation of the exposed timbers of railways, so as

to make them to effectually resist the putrefactive ferment.

The principles of wet and dry rot, and the practice of preventatives, the methods of making timbers or wood, laid in the earth, resist for a long period, decay or rot, so essential to railroad construction, are with the above remarks, laid before engineers and railroad builders in the United States. Do, gentlemen, what you will, with the paper, its positions and cheap practical applications are important, especially in this day of progress.

The iron bands will soon unite the East and the West, the North, and I devoutly hope, the South, in one common and great republican community, whose laws and harmonious moral bearings shall be as lasting as their iron-bound ways. Such a government will be the beacon-light of the world. The glory of freedom, the triumph of the gospel. Let, then, every facility for the great work of improvement be laid open, and very soon our fondest anticipations will be more than realized.

ELIJAH SLACK,

Prof. Chem., &c., in Cin. Col. of Medicine & Pharmacy.

N. B.—As Dr. Slack was prevented from reading the proofs of the first portion of his article as it appeared in the last number of the *Record*, some few errors which interfere with the sense of the article, were uncorrected; we note some of them, viz:

In the 10th line of the article, for draught, read drought.

For eremacansis, read eremacausis.

For the sentence in the third column, reading thus: Again, I assume the position, that in wet rot, *urged only*, read, *urged on by*. In the same paragraph, near its close, for *wettish*, read *weakest*.

In the succeeding paragraph for *protoride* read protoxide.

Cleveland and New York City Railroad.—The amount of stock already subscribed is apportioned as follows: Cuyahoga county, mostly in Cleveland, $150,000; Lake county, $113,000; Geauga county, $9,000; Ashtabula county, $40,000; Foreign stock, $105,000; total, $417,000.

The following gentlemen were chosen Directors: E. J. Williams, H. W. Clark, J. H. Morley, Cleveland; Uri Seeley, R. Hitchcock, Painesville; W. W. Branch, Madison; Fred. Carlisle, Ashtabula.

Iron Mountain Railroad.—The Directors of the Iron Mountain Railroad of Missouri, have entered into a contract with Watts & Co., of Pennsylvania, for the construction of the entire line of the road from St. Louis to the Iron Mountain. The road is to be completed in 18 months.

Communications.

For the Railroad Record.

RAILROAD GRADES.

Circleville, O., Feb. 15th, 1854.

Mr. Editor: I propose considering the effect of "grades" on railroads, as many people think their effect on working expenses does not amount to anything. It is true, that the nature of the country, and "means" of the Company, very often fix the quality of the grades; but often the grades might be reduced in hight or length, at an extra cost that might be balanced in the difference of the working expenses, in the first four years.

Railroads are the great modern instruments of civilization. The links of that extended chain, which at no distant date, shall connect the remotest corners of this great republic, and exercise upon the whole race a humanizing and irresistible influence. Their general principles are the adaptation of mechanical contrivance for the diminution of friction in the appliances of locomotion, and a consequent reduction of time and space, *proportioned to the degree of perfection of the grades and directness of the road.* If the power exerted by a locomotive were wholly applicable to the fraction of the load, that fraction being determinate of the weight moved, then in ascending a grade whose inclination is expressed by the fraction represented by the hight of the plan divided by the length, the engine power required for the ascending plane would be to that on the horizontal plane, as the sum of the two fractions (viz., that which expresses the angle of the plane, and that which represents the friction,) to that which expresses friction only. Thus, if the friction and surface resistance is 8 lbs. per ton, or $\frac{1}{280}$th part of the load, then in ascending a grade of $\frac{1}{180}$ ($18\frac{3}{4}$ feet per mile) the required force would be double that for a horizontal plane. But this is true only of the force of actual traction, and not of the power expended by the engine.

To find the relative engine power requisite in the two cases, we must take into consideration the part of that power necessary, in order to put the engine itself in a condition to move, that is, the requisite power to overcome the friction of the engine gear, without a load; the surface resistance, and that of the tender; and lastly, the resistance of the atmosphere against which the pistons are constantly acting.

These forces together, amount to nearly one-third of the whole, which will be shown afterward; and as this amount of absorbed power is the same both in a horizontal and inclined plane, the relative force requisite in the two cases will be very different from the force necessary for traction only, and will essentially vary according to the load the engine is drawing, and the inclination of the plane.

In order to estimate the effect of grades on the expense of working a railroad, we must first inquire into the amount of steam power expended in overcoming the resistance to which we have referrred.

The effect of a grade in retarding the load, and therefore leading to an additional expenditure of steam power, varies with the amount of the load and quality of grade. Taking an ordinary engine and gross loads of 100 tons and 50 tons, the expenditure of steam power, necessary to overcome a resistance of $\frac{1}{280}$ of the load is expressed by $\frac{1}{139}$ of the same when the gross load amounts to 50 tons, and by $\frac{1}{97}$ when the load is 100 tons.

It is important to attend to these facts, where a moderate traffic is only expected, as it shows the impolicy of expending large sums in forming heavy embankments, deep cuts, &c.; but when the traffic is likely to be great the scales turn; heavy grades have infinitely more injurious effect by limiting the amount of load which the engine is capable of conveying along a moderate grade. In such cases, therefore, a considerable expenditure might be advantageously incurred, in the first outlay in reducing the grades; but would be entirely useless on a road where only a moderate amount of traffic is expected.

Yours, Very Respectfully,

E. R. STABLES, C. E.

A Magnificent Railroad Scheme.—The Washington correspondent of the *Courier & Enquirer* says:

"The Committee on Public Lands has before it a railroad project almost rivaling the Mississippi and Pacific railroad. This scheme is for a grant of lands to aid in building a road from New Orleans to Fond du Lac on Lake Superior, a distance by the route proposed of about 1,500 miles. The route suggested is from New Orleans to Jackson, Mississippi, thence to Helena, in Arkansas, thence on the west side of the river to St. Paul, Minnesota, crossing the Mississippi again at that point, and thence to Lake Superior. The success of the application for government aid to the great work will depend to some extent upon the general policy adopted by Congress in disposing of the public lands. If it be decided to encourage all feasible and necessary enterprizes for railroads in the new States, provision will probably be made for the realization of this project, magnificent as it appears to be."

Indianapolis and Toledo Railroad.—A railroad is to be built from Toledo to Indianapolis, via Muncie, and H. H. Dodd, of Toledo, an energetic business man, who will be certain to push it through, has been elected President of the Company.

Louisville and Sandusky Railroad.—The election for Directors of the Louisville and Sandusky Railroad, took place at Piqua, on Monday last, the 13th. We have not as yet learned the result.

RAILROAD EARNINGS.

FOR JANUARY, 1854.

OHIO AND PENNSYLVANIA RAILROAD.

The earnings of this Company compare as follows:

Receipts in January, 1854	$62,314 25
" " 1853	26,159 24
Increase	$36,155 01

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD.

The receipts of this Company compare as follows:

Passengers and Mails	$59,849 12
Freight	32,008 88
Total	$91,858 00
January, 1853	50,200 83
Increase equal to 80 per cent	$32,657 67

MICHIOAN CENTRAL RAILROAD.

The earnings of this Company compare as follows:

Net earnings, 1854 Jan	$60,502 95
" " 1853 "	37,437 79
Increase, about 50 per cent	$23,065 16

CINCINNATI, HAMILTON AND DAYTON RAILROAD.

The earnings of this road for the month ending 31st January, 1854, were—for

Passengers	$19,625 71	
Freights	19,819 45	
Mails and expresses	2,074 84	$41,519 94
Corresponding month last year		29,545 31
Increase		$11,974 55

BALTIMORE AND OHIO RAILROAD.

The receipts of this Company, as compared with the receipts of January, 1853, the first month the road was opened to the Ohio, show the following result:

	Main Stem
January 1854	$254,277 10
January 1853	101,819 49
Increase	$152,457 71

January 1854, on the Washington branch the receipts were $24,394 04

CONNECTICUT RIVER RAILROAD.

It appears from the annual report of the Connecticut River Railroad Company, that the receipts of the road for the year ending Nov. 30th, were $258,220, of which $113,635 were from passengers, 113,794 from freight, and $10,771 from mails, express and rent. The net earnings of the year were $132,098. From this is to be deducted for interest, $15,889 and the rent of the Ashuelot road 30,000, leaving a balance of 86,208 applicable to dividends. The increase on the gross earnings over the year 1852, was about 30,000. The total cost of the road and its equipment has been somewhat rising $1,800,000, and the debt of the road is now but little over $200-000, which is owed to the Western Railroad sinking fund, and is payable in 1862 and 1863. The debt was reduced the beginning of this year about 38,000 and the company is out of the money market for temperary loans.

NEW YORK AND NEW HAVEN RAILROAD.

The receipts of this company compare as follows:

January, 1824	$60,120 75
" 1853	56,633 37
Increase	$3,487 38

The receipts of the Milwaukee and Mississippi Railroad in January, were $23,224 09. The earnings would have reached 30,000, had not the business been interrupted by accidents to locomotives caused by the heavy snows and cold.

The receipts for the Cleveland and Toledo Road for January were $40,582 against $16,-000 in January, 1853. They would probably have been $20,000 more but for the difficulties at Erie. The earnings for the four months ending 1st February were $210,935. The dividend will be paid on the 1st April, and will doubtless be 5 per cent. The earnings of the past 5 months have been more than 5 per cent. over all expenses and interest.

Public Lands for Railroad Purposes.

The following bills have been introduced in Congress.

1. A bill granting to the State of Missouri a portion of the public domain, to aid in the construction of the Iron Mountain Railroad.

2. A bill giving a right of way, and granting alternate sections of public lands to the State of Wisconsin and its grantees and assigns to aid in the construction of a railroad from Milwaukie to Prairie du Chien, on the Mississippi River.

3. A bill giving a right of way, and granting alternate sections of certain public lands to the State of Wisconsin and its grantees and assigns to further the construction of a railroad therein specified.

4. A bill giving a right of way, and granting alternate sections of certain public lands to the States of Michigan and Wisconsin and their grantees and assigns, to further the construction of certain railroads therein specified.

5. A bill granting to the State of California a portion of the public lands, to aid in the construction of a railroad from Sacramento City, by Auburn, to Nevada City in said State.

6. A bill granting to the State of California, a portion of the public lands, to aid in the construction of a railroad from Marysville to Benicia, in said state.

7. A bill making a grant of land to the State of California in alternate sections, to aid in the construction of certain railroads in said State.

8. A bill making a grant of land to the State of California in alternate sections, to aid in the construction of a railroad from San Francisco to San Jose.

9. A bill granting to the States of Louisiana, Mississippi, Arkansas, Missouri, and Iowa, and to Minnesota Territory, to aid in the construction of a railroad from New Orleans to St. Pauls.

☞ Mr. McAlpine, the celebrated New York Engineer, has just furnished a survey and estimate of the Pacific railroad from Memphis westward, by the way of Little Rock and Fulton. His report states that the grants of land available within Arkansas and Texas, amount to 14,000,000 acres, the estimated value of which is $70,000,000, which sum will suffice for the construction of the road and leave a surplus of $10,000,000 for contingencies. The distance by this route to San Francisco, is said to be 2,000 miles, and the estimated cost per mile is $30,000. The report is said to be a very able document. It may be well to remind the reader that the route to be pursued by this Company west of the Rio Grande, lies through the territory acquired by the Gadsden treaty.

THE DAYTON AND MICHIGAN RAILROAD.—We learn from a gentleman recently along the line of this road, that twenty-six miles of it next above Perrysburgh have been graded and the ties distributed along the line. Between Perrysburgh and here a force of two hundred hands are engaged, and everything promises the completion of the road within the contract time. The Company has made a temporary arrangement with the Cleveland and Toledo Co. to reach the middle ground across their bridge, but eventually will probably bridge the river farther up.—*Toledo Republican.*

VIRGINIA PUBLIC WORKS.—The Board of Public Works in Virginia, have made their annual report. The Richmond *Enquirer* says it presents a glowing picture of the "good time coming," when Virginia shall be iron-bound by her magnificent net-work of railways. The number of miles of railroad in that State,—including 240 miles of the Baltimore and Ohio Railroad passing through it,—is2, 102, of which 1,049 are completed, and 873 in progress. The amount of capital stock authorized, is $27,096,100, and the State's interest thereon, is $6,102,497. In connection with this statement, the Board make the following significant remark:

"Considering the interesting and important facts presented by this table, the Board do not feel justified in concealing their opinion that the works now in progress and projected are fully sufficient, for the present, to engage all the energies and to consume all the available means of the State, and that, therefore, the dictation of wisdom is to pause and breathe awhile before engaging in new works."

☞ The bill incorporating the Memphis, El Paso and Pacific Railroad Company finally passed the House of the Texas Legislature by 67 to 1.

☞ The Alabama House has passed the bill loaning to the Mobile and Ohio Railroad $400,000 at 6 per cent.

CINCINNATI, PERU AND CHIGAGO RAILROAD.

PRESIDENT'S REPORT.

To the Board of Directors of the Cincinnati, Peru and Chicago Railway Company.

GENTLEMEN:

I propose to present to you and through you to the public, if you so determine, the design, present condition and future prospects of our enterprise. At Peru, Indiana, four important railroads, the Wabash Valley, one to Indianapolis, one to Cincinnati, and one to Columbus, Ohio, are soon to concentrate. From this point we propose to construct a railroad seventy miles long through the counties of Miami, Fulton, Marshall, and LaPorte to the city of LaPorte, where we connect with the Northern Indiana road and thus reach Chicago. The company was organized in June last. Books were opened, engineers put in the field and committees instructed to negotiate running arrangements. The stock was taken with great alacrity. The ground has been found very favorable. Running arrangements have been entered into with the Northern Indiana Railroad and with the roads to Indianapolis, Cincinnati and Columbus, by which we have adopted a uniform gauge, agreed to meet in the same station houses and to make our roads in all respects through lines over which passengers and freight may be transported without change of cars from Chicago *via* LaPorte to Indianapolis, Cincinnati and Columbus respectively.

In determining the value of stock in any particular railroad enterprise several important considerations present themselves.—What points does it connect? what are the resources of the immediate country? what are its relations to other great lines of trade and travel? How does it conform to the national course of trade? what will it cost per mile? To these several points I propose very briefly to direct your attention:

1st, The points connected by our road are Cincinnati and Chicago; one, the great agricultual, manufacturing and commercial emporium of the Ohio Valley, with a population of near two hundred thousand souls, the other the railroad center of the north-west and the head of navigation on the great lakes with a present population of over sixty thousand, which is increasing in a ratio quite unparalleled even on this continent.

2nd, That we may truly appreciate the position of this road and the resources of the intermediate country, let us first take a map of the United States and open our eyes upon facts as they exist. From Chicago to the Falls of Niagara are the great navigable lakes of the North American continent. From Chicago north-west extends lake Michigan, an impassible barrier to railroads. At its south-western extremity stands the city of Chicago, where most of the railroads of the north-west are now centering. Between these northern lakes and the Ohio river lie the states of Ohio, Indiana and Illinois, over which must pass the east and west highways of the nation. There Boston, New York, Philadelphia and Baltimore are now pushing forward their respective railroads to the Mississippi river and thence to the Pacific Ocean. I do not lose sight of the fact that the Great Western Canada road is open and connected with the Central Michigan, but even this swings around the south end of Lake Michigan, and unites its great stream of travel at Chicago with that going south of the lakes. No man who looks at Chicago, situated at the head of navigation on the great lakes, within reach of the coal fields of Illinois, the lead of Galena and the iron and copper of lake Superior and surrounded by the great agricultural fields of the West, can doubt that she, as well as Cincinnati, is destined to stand amongst the great cities of the continent. It is a significant fact, resulting inevitably from the premises, that no railroads on earth are so productive as those of Ohio, Indiana and Illinois. The stock of the Michigan Central, the Northern Indiana, the Chicago and Galena, the Cincinnati, Columbus and Cleveland, the Cincinnati, Hamilton and Dayton, are all above par, and have maintained their position throughout the late depression in the stock market. The actual net earnings of the great railways in operation at the West last year, averaged over ten per cent. on an investment of two hundred millions of dollars. And even this increasing annually at an astonishing rate. Let us compare the population of all the counties intersected by our line with the population of the counties intersected by other great lines of the West. The census of 1850, is taken as the basis, adding the probable increase since that time:

	Length.	Population.
Cent'l Mic'g'n—Detroit to Chicago	277	177,000
Southern Michigan and N. I.—Toledo to Chicago	243	134,000
Ind. C'nt'l—Terre Haute to Dayton	184	221,000
Wabash Valley—Toledo to Illinois line		134,000
Illinois Central and branches	704	258,000
Cincinnati, Dayton and Sandusky	206	402,000
" Columbus and Cleveland	254	500,000
" Peru and Chicago	275	482,000

From this table it is manifest that no railroad in all the West, the Cincinnati, Columbus and Cleveland only excepted, passes through so dense a population as ours, and that it is more than twice as densely populated as the vicinity of the Michigan Southern, the Michigan Central, the Indiana Central or indeed almost any other of the roads of the West which earned more than 10 per cent. net last year, and whose stock is above par. Our line is not only situated thus between two of the most important points in the West, but it passes over a territory of unrivalled fertility, abounding in agricultural products, fine forest and iron ore.

3d, The relations of our line to other great lines of trade and travel are all that we could desire; starting at Cincinnati where half the commerce of Ohio, Indiana and Kentucky concentrates, connecting also with roads leading to capitals of the states of Indiana and Ohio, and running from Peru through the counties of Miami, Fulton, Marshall and La Porte to Chicago and crossing on our way all the railroads from the Eastern cities to the Mississippi river. By our running arrangements with the Northern Indiana and with the roads which concentrate at Peru, we have intimate connections with Chicago, Indianapolis, Cincinnati and Columbus without incurring the cost of the right of way and depot grounds in those cities.

4th, It may be said that the course of trade is east and west, and therefore that this line does not lie in the right direction. *Through travel* is an element in railroad earnings very much over rated. The late lucid report of the great New York and Erie Railroad shows the fact that even over that thoroughfare from the West to New York City and where the intermediate country is but sparsely populated less than one-sixteenth of the whole travel was *through travel.* On the Buffalo and Albany Central route much more densely populated, the disparity is much greater. Roads must mainly rely, not upon through travel, but upon the resources and population of the country through which they pass. Our reliance is upon our agricuitural products, our forests, our iron, our dense and rapidly increasing population.

But we are willing to meet this idea of the superiority of east and west lines. Is it true that the natural course of trade is east and west? I am well aware that we now carry cotton from Memphis; wool from Ohio, Michigan and Illinois to Lowell to be manufactured; we carry flour and provisions from the West to the East to feed the operatives and we carry back the fabrics for consumption. Will this state of things long continue? Is it not a great law of population that where the bread is the mouths will come? Have we not bread and meat at the West? Have we not the raw materials, cotton, flax and hemp? Have we not iron, lead and copper? Have we not coal fields and water power? Have we not lakes, rivers and railroads for commerce? Will we not immediately have also the densest population? No intelligent thinking man can give to either of these questions ought else but an affirmative answer. What then? Is not the conclusion irresistable? The present state of things will not last. It is even now rapidly passing away as Pittsburgh, Cincinnati, St. Louis, Chicago and other places are becoming great centers of population and the mechanic arts. Not so the commerce between the North and South. That is founded in the nature of things. The cotton, rice, tobacco, sugar, oranges and fruits of the South must, while laws of nature endure, be exchanged for the grains, fruits and products of the the North. And not only so, but when the North and the

South shall have been connected by railroads as they yet have not been, west of the Allegheny mountains. We shall travel for health and pleasure in winter at the South; whilst in return our southern bretheren will inhale health from the bracing atmosphere and imbibe vigor from the waters of our northern lakes and praries.

5th, The cost of our road per mile is determined. The whole line from Peru to La Porte has been let to Messrs. French, Tyner & Co., who have agreed to make it in all respects a first class road, with water stations, and rolling stock complete, by the first day of September 1855. Sufficient means have been subscribed along the line to prepare the road for the iron rails, leaving the road itself unencumbered as a basis to procure the iron. The contractors are making preparations to commence the grading vigorously along the whole line so soon as the frost leaves the ground.—They expect to finish the road from Plymouth, the junction of the Fort Wayne road, to La Porte this season.

In conclusion, allow me to congratulate the Board upon the favorable auspicies under which the work has thus far progressed, and with my best wishes for its speedy and successful completion.

Respectfully submitted,
W. BEBB, PRESIDENT.

VIRGINIA RAILROADS.—The Railroad Companies now asking aid from the Legislature of Virginia, are as follows:

Manassas Gap Railroad Company...	$240,000.00
Norfolk and Petersburgh.....	420,000.00
Virginia Central.....	$1,500,000.00
Covington and Ohio.....	2,000,000.00
Orange and Alexandria.....	900,000.00
Alexandria, London and Hampshire.....	1,380,000.00
London Branch.....	180,000.00
Northwestern.....	550,000.00
Morgantown and Independence....	120,000.00
Richmond and Danville.....	480,000.00
Fredericksburgh and Gordonsville..	174,000.00
Halifax and Pittsylvania.....	300,000.00
Total.....	$8,244,000.00

The application of the Orange and Alexandria Company and the Covington and Ohio Company have been rejected. The gauge of this latter road was fixed at 4 feet 8½ inches, being the same as the Kentucky road, with which it will connect at Big Sandy.

BURLINGTON AND PEORIA RAILROAD.—The work on the Burlington and Peoria Railroad is now being pushed forward with renewed energy. The locomotive is daily employed carrying out iron, ties, &c., and the track is being laid down at the rate of 1000 feet per day. A party of twelve men in charge of Mr. A. Watering, laid on Thursday last 1008 feet of rail ready for the locomotive. This is what we call "going it with a rush, boys," and if not a miracle it is at least a good days work for "the twelve."—*Burlington Gazette.*

INDIANA AND ILLINOIS CENTRAL RAILWAY.

We have just learned that Messrs. M. C. Story & Co., the energetic contractors of this road are about commencing the construction of the entire line from its crossing of the Wabash at Montezuma to Decatur, Ill., a distance of 84 miles.

This road has been progressing very quietly since its organization, and as it is now actually under construction, we subjoin a brief account of it, from information derived from a correspondent at Indianapolis.

The original company was organized under the general laws of Indiana, in December, 1852, embracing of course only that portion of the line in the state of Indiana. During the same winter the Legislature authorized the organization of a company to build from Decatur, Ill., to intersect the Indiana road at the state line and by a special act authorized it to consolidate with the Indiana portion and form a single corporation for the whole line.

The consolidation was effected in May, 1853. The road has been fully surveyed and let to Messrs. M. C. Story & Co., at $22,000 per mile, including Depots, Equipments &c., and is to be completed by the 1st December 1855.

The work has been commenced on a section extending 31 miles west from the Wabash, and the residue of the line in Illinois. 53 miles, will be let to sub-contractors on the 15th March.

The local stock subscriptions now amount to over $1,500,000, and are swelling rapidly.

At its western terminus, it connects with the Great Western, leading to the Mississippi, and there connecting with the Hannibal and St. Joseph road, passing through the capital of Illinois. At Decatur it also connects with the Illinois Central, and 33 miles east with the Chicago branch. At Montezuma it crosses the Wabash river and the Wabash and Erie Canal. Nine miles east of the Wabash, it crosses the Evansville and Crawfordsville Railroad. At Indianapolis of course it connects favorably with the vast net work of railroads centering there.

This road is, beyond all question, of eqnal importance to the interest of Cincinnati, to any other road now in contemplation, not having its terminus here. There is a vast extent of the most fertile lands in the West, lying between the Terre Haute road, south-west of Indianapolis, and La Fayette, in the north west through Indiana, Illinois. northern Missouri and southern Iowa, which has no direct railroad communication with Cincinnati.

A number of roads are built, and building through that region, *all*, without a single exception, connecting with the lake routes and tending to carry off the business of that immense region by the northern routes.

The proposed road traverses that region through its center, and connects it at Indianapolis with the various routes leading from that city to Cincinnati. No one can glance at the map of the north-west and fail to see the immense importance of this road to this city.

IMPROVEMENT IN RAILROAD TRACKS.—Jas. Ingersol of Grafton, Ohio, has invented an improvement in Railroad Tracks, the object of which is to dispense with the use of frogs on those parts of rail tracks which are provided with switches. These frogs are uncertain in their action, and are liable to some other important objections. To effect the object mentioned, and also to secure a continous track, a rail is employed, secured to a turning plate arranged between the switch and the rails of the track, this rail being so arranged that by means of elbow shifters and other devices connecting with the switch, it will, when the switch is moved in one direction, form a continuous way of the main track, and when changed, of the branch track.

EEL RIVER VALLEY AND WABASH VALLEY RAILROAD.—The reported consolidation of these two roads, and abandonment of the former has not, it appears, been consummated. Such a proposition was made by the Wabash Valley Company, but was not accepted by the Eel River Company. In the place of this the two companies have united their interests, below Logansport, and will be continued as one road westward. Arrangements have been made for connecting with the road from Attica to Danville, Illinois, and thence to Hanibal, and also with the Terre Haute and Alton road. The whole is to be completed by May, 1855. Satisfactory arrangements have also been made, in conjunction with the Michigan Southern road, with the Cleveland and Toledo road for an eastern connection.—*Ex.*

MILWAUKEE, OSHKOSH AND GREEN BAY RAILROAD—NEW ARRANGEMENTS.—We understand that arrangements have been made by which the direct railroad from Milwaukee to Fond du Lac has been given up, and a plan adopted of running from Horicon to Waupun and diverging from that place to Berlin and Oshkosh. Such an arrangement would suit our people very much, and would make Waupun a rival to Fond du Lac and a place of considerable importance. We congratulate the citizens of the pleasant village of Waupun upon their prospects, as it needs but little foresight to see that the railroad branching at Waupun will place it in the same position to Fond du Lac that Auburn is to Cayuga bridge. *Oshkosh Courier.*

VOTE ON THE RAILROAD.—To-day our citizens voted on the proposition to loan the credit of the city to the amount of $100,000 to the Sheboygan and Mississippi Railroad Company, and the result is highly gratifying. It may be said the vote was unanimous, as there was only one vote in the negative. The majority in favor of the loan is *four hundred and one*—98 for and 1 against in first ward, and 303 for and none against in second ward. —*Sheboygan Journal.*

TABLE OF RAILROAD BONDS, WITH MARKET VALUE.

CORRECTED TO WEDNESDAY OF EACH WEEK.

COMPANY.	NATURE OF BOND.	INT.	DUE.	OFF'D.	ASK'D
Alabama and Tennessee	1st mortgage, convertible till 1872	7	1872	98	100
Alton and Springfield		8	1865		
Baltimore and Ohio	Transferable. Taxed	6	1867	98	100
Do do	Coupons. Not Taxed	6	1875	90	92
Do do	" "	6	1880	96	98
Do do	"	7	1860	95¼	97
Do do		6	1885	88	90
Bellefontaine and Indiana	1st mortgage, convertible	6	1866	105	107
Buffalo and State Line	1st mortgage, not convertible	7	1866	100	102
Chicago and Rock Island	1st mortgage, convertible	7	1870	93	94
Chicago and Mississippi	1st " "	7	1862	92	95
Chicago and Aurora	1st " "	7	1866	90	92½
Cincinnati and Fort Wayne					
Cleveland, Columbus, and Cincinnati	1st mortgage, convertible	7	1859	128	130
Do do do	No mortgage, convertible	7	1855	124	127
Cleveland and Mahoning					
Cleveland, Painesville and Ashtabula	1st mortgage	7	1861	105	107
Do do	2d " not convertible	7	1861	99	100
Cleveland and Pittsburgh	1st " convertible	7	1860	104	109
Do do	Income "	7	1855	96	97
Cleveland, Zanesville, and Cincinnati					
Cincinnati, Hamilton and Dayton	1st mortgage " till 1855	7	1861	108	110
Cincinnati, New Castle and Michigan	1st mortgage, real estate, convertible	10	5 & 10 y's	96	100
Cincinnati Western	1st " " " "	10	5 & 10 y's	90	98
Cincinnati, Wilmington and Zanesville	1st "	7	1862	93	94
Cincinnati, Indianapolis and Chicago					
Columbus and Lake Erie					
Columbus, Piqua and Indiana	1st mortgage, convertible	7	1862	84	86
Do do do	2d "		1852	80	83
Columbus and Xenia	1st mortgage, convertible	7	1859	118	120
Covington and Lexington	1st " " till 1862	7	1862	94	97
Do do	2d " "	6	1862	90	92
Dayton and Michigan	1st " "	7	1867	94	97
Dayton and Western	1st " "	7	1862	90	95
Dayton, Xenia and Belpre					
Eaton and Hamilton	1st mortgage	7	1862	84	87
Eaton and Piqua					
Erie and Kalamazoo	1st note, guaranty Mich. So. R. R.	7	1862	93	96
Evansville and Illinois	1st Mortgage, convertible 1857	7	1862	85	87
Frankfort and Lexington	1st " "	6			
Franklin and Warren					
Galena and Chicago Union	Pledge of 2d section, convertible	10	1853–6	125	130
Do do do	" 3d " not convertible	6	1862	80	85
Greenville and Miami					
Illinois Central	1st mortgage, not convertible	7	1875	84	86
Illinois and Wisconsin		10			
Indiana Central	1st mortgage, convertible	7	1866	82	83
Do do	" "	10	1857	102	104
Indianapolis and Bellefontaine	1st " "	7	1860–1	101	103
Indianapolis and Lafayette	" "	7	1861	95	100
Jeffersonville	1st " not "	7	1861	90	94
Junction (Ohio)	1st " "	7	1867	106	108
Do do	2d " "	7		104	106
La Crosse and Milwaukie					
Lawrenceburg and Upper Mississippi	1st mortgage, convertible	7	1866	100	101
Lexington and Big Sandy					
Lexington and Danville					
Little Miami	No mortgage, convertible 1852–4	7	1858–61	114	116
Do	" " till 1855	7	1861	117	120
Louisville and Nashville					
Mad River and Lake Erie	1st mortgage, convertible till 1855	7	1865–6	97¼	100
Do do	2d " "	7	1866	87	90
Do do	Dividend	7	1860	78	83
Madison and Indianapolis	1st mortgage, convertible after 1853	6	1861	100	103
Marietta and Cincinnati	1st " convertible	7	1868	95	97
Maysville and Big Sandy					
Maysville and Lexington	1st mortgage, convertible	6	1870	88	90
Memphis and Charleston					
Michigan Central	No mortgage, convertible	8	1860	108	110
Do do	" "	8	1855–6	100	102
Do do	" not "	8	1857–8	105	106
Michigan Southern	1st " " "	7	1860	86	90
Milwaukie and Mississippi	1st " " 1857	8	1862	103	105
Mobile and Ohio					
Do do Paducah Branch					
Nashville and Chattanooga				83	93
New Albany and Salem	mortgage on 1st section	10	1858–62	109	111
Do do	1st " on other sections, convert.	8	1864–75	99	100
New Castle and Richmond	1st " convertible	6	1873	87	90
New York and Erie	1st mortgage, not convertible	7	1867	115	116
Do do	2d " convertible	7	1859	106	108
Do do	Income, not convertible	7	1855	97	98
Do do	Convertible till 1861	7	1871	92	93
Do do	" " 1862	7	1862	93	95
Northern Indiana	1st mortgage, not convertible	7	1860	96	98
Do do	2d "			93½	94
Ohio Central	1st mortgage, convertible, west section.	7	1861	103	105
Do	1st " " east "	7	1864	103	105
Ohio and Indiana	1st " "	7	1867	97	99
Ohio and Pennsylvania	" "	7	1865–6	107	109
Do do	Income. No mortgage, convertible	7	1872	93	95
Ohio River and Wabash				95	98
Pacific, Mo					
Panama	1st mortgage, convertible	7	1866	98	100
Parkersburgh (or Northwestern Va.)	" Guar. City of Baltimore	7		99	100
Pennsylvania	1st ortgage, convertible till 1860	6	1880	107	109
Peru and Indianapolis	1st ' convertible	7		78	83
Rock River Valley Union	1st convertible	7	1872	98	100
Sandusky and Mansfield	1st	7	1860	82	85
Do do	2d	10	1853–7	102	104
Scioto and Hocking Valley					
Southwestern, Tennessee					
Sangamon and Morgan, or Great Western					
Springfield and Columbus					
Steubenville and Indiana	1st mortgage, convertible	7	1865		94½
Terre Haute and Alton	1st " convertible		1862-72		
Do do	2d " do	8	1865		
Terre Haute and Richmond	1st mortgage, convertible	7	1866	99	100
Toledo, Norwalk and Cleveland	1st		1861	92	95
Do do do	2d "			0	9

TABLES OF RAILROAD SHARES.

☞ The following quotations are not PER SHARE, but upon the HUNDRED DOLLARS.

	shares.	off'd.	ask'd.
Baltimore and Ohio	100	58	60
Bellefontaine and Delaware	55	40	50
Bellefontaine and Indiana	50	85	87
Belleville and Illinoistown			
Buffalo and Pennsylvania State Line		125	130
Central Military Tract			
Chicago and Rock Island		97	99
Chicago & Miss., (Alton & Springf'd,)			
Cincinnati, Cambridge and Chicago		28	30
Cincinnati and Fort Wayne			
Cincinnati Hamilton and Dayton	100	104	105
Cincinnati, Indianapolis and Chicago			
Cincinnati, Logansport and Chicago	50		90
Cincinnati Western	50	38	45
Cin. Wilmington and Zanesville	100	77½	80
Cleveland, Columbus and Cin	100	123	123
Cleveland, Medina and Tuscarawas			
Cleveland, Painesville and Ashtabula	100	110	111
Cleveland and Pittsburgh	50	85	90
Cleveland and Mahoning			
Cleveland, Zanesville, and Cincinnati			
Clinton Line			
Columbus and Lake Erie	50	50	70
Columbus, Piqua and Indiana	50	65	70
Columbus and Xenia	50	106	108
Covington and Lexington	50	65	68
Covington and Ohio, Va			
Dayton and Michigan	50	60	65
Dayton and Western	50	75	85
Dayton Short Line	50		
Dayton, Xenia and Belpre			
Detroit and Pontiac			
Eaton and Hamilton	25	58	60
Eaton and Piqua			
Erie and Northeast		100	105
Erie and Kalamazoo		95	100
Evansville and Crawfordsville			
Fort Wayne and Mississippi	50		
Fort Wayne and Southern	25		
Franklin and Warren			
Galena and Chicago Union	100	130	135
Greenville and Miami	50	70	75
Hannibal and St. Joseph			
Hempfield			
Henderson and Nashville			
Hillsboro' and Cincinnati	50	60	60
Illinois Central	100	118	120
Illinois and Wisconsin			
Indiana Central	50	80	85
Do do 10 per cent	50	80	85
Indianapolis and Bellefontaine	25	88	90
Indianapolis and Lafayette	50	76	80
Jeffersonville and Indianapolis	50	72	78
Junction (Ohio)	50	90	95
La Crosse and Milwaukie	100		
Lake Erie, Wabash and St. Louis			
Lawrenceburg and Upper Mississippi	50	68	70
Lexington and Frankfort			
Lexington and Danville			
Little Miami	50	110	112
Logansport and Pacific			
Logansport and Marion			
Louisville and Frankfort	50	62	70
Louisville and Nashville	100		
Macon, Georgia		62	63
Mad River and Lake Erie	50	75	80
Madison and Indianapolis		71	72
Marietta and Cincinnati	50	60	60
Marion and Mississinewa Valley			
Maysville and Lexington	50	60	75
Maysville and Big Sandy			
Memphis and Charleston			
Michigan Central		99	110
Michigan Southern		116	118
Milwaukie and Mississippi		77	82
Mobile and Ohio			
Nashville and Chattanooga			
New Albany and Salem	50	50	
New Orleans and Ohio			
New York and Erie	100	78	80
Northern Indiana		116	118
Ohio Central	50	80	90
Ohio and Indiana		95	75
Onio and Mississippi	50	85	90
Ohio and Pennsylvania	50	102	104
Ohio River and Wabash			
Owl Creek Valley			
Pacific, Mo			
Panama		98	100
Parkersburg, or Northwestern Va.			
Pennsylvania	50	97	98
Peru and Indianapolis	25	63	65
Sandusky and Mansfield	50	55	60
Sangamon & Morgan, or Great West'n,			
Scioto and Hocking Valley	50	60	70
Southwestern Indiana			
Southwestern, Tenn			
Springfiled Mt. Vernon and Pittsb'gh.	50	75	80
Springfield and Columbus			
Steubenville and Indiana			
Terre Haute and Alton			
Terre Haute and Richmond		100	102
Toledo and Illinois			
Toledo, Norwalk and Cleveland	50	95	100
Toledo and Cleveland	50	91	93

As we are desirous of making these tables as perfect and comprehensive as possible, we shall be much obliged for any information upon the subject

STOCK TABLE.

CORRECTED WEEKLY.

Government Securities.

	INT.	DUE.	OFF'D.	ASK'D.
U. S. Loan	6	1856	110	
Do	6	1862	118	
Do	6	1867	121	121¼
Do	6	1868	122¾	122¾
Do (int. ceased July 1).	5	1853	101⅞	102
Do Coupons		1862	117¾	118
Do "	6	1868	122	123
Do "		1853	100	101

State.

Alabama	5	....	90	95
Do	6	....	102	104
Arkansas	6	....	95	100
Georgia	6	....	106	107
Do	7	....		
Illinois Canal Bonds		1860	96	98
Do do registered		1860	98	100
Do do		1847	92	95
Do do registered		1847	90	96
Do do Internal Impt.		1847	92	95
Do Interest do		....	61	62
Indiana	5	....	97	98
Do	2½	....	54	55
Do Canal Loan	6	....	92	94
Do do preferred	5	....	54	55
Do do deferred	5	....	30	32
Do special preferred	5	....	18	22
Do do deferred.	5	....	10	11
Kentucky, 30 years	6	1871	101	102
Do 15 years	6	....	107	108
Do large bonds	6	....	105	108
Do	5	....	90	91
Michigan	6	....	94½	96
Ohio	6	1856	103	104
Do	6	1860	106	108
Do	6	1870	115	116
Do	6	1875	110	116½
Do	5	1856	102	103
Do	5	1865	105	107
Pennsylvania	6	....	103	105
Do	5	1870	89	90
Tennessee, new loan	6	1890	105	106
Do	5	....	91	93
Virginia Coupons	6	1886	104	105

City Securities.

Albany	6	1867–9	106	107
Allegheny	6	1873	94	96
Baltimore	6	1870–90	105	106
Do	5	1865	87	89
Boston Bonds	4½	1860	101	102
Chicago	6	1876–7	99	100
Covington	6	1881	93	95
Cincinnati	6	1860	102	103
Do	6	1897	104	104½
Do	5	1884	86	87
Do W. W	6	1865	102	103
Jeffersonville, Indiana	7	1872–82	85	88
Lawrenceburgh, Ia	7	....	80	90
Louisville	6	1880	98¼	98½
Memphis	6	1882	90	92
New York	7	1857	101	103
Do	5	1858–60	97	98
Do	5	1870–5	102	103
Do	5	1890	105	107
Philadelphia	6	1876–90	104	105
Pittsburgh	6	1869–71	95	98
Do coupons	6	1883	101	102
Richmond	6	1882	93	94
St. Louis	6	1870	100	102
Wheeling	6	1872	105	106

County Bonds.

Bourbon, Ky	6	1881	89½	90
Darke, O	7	....	92	95
Fairfield, O	7	1862	90	92
Fayette, Ky	6	1881–2	89½	90
Guernsey, O	7	1862	97	99
Mason, Ky	6	1881	90	92
McCraken co. Ky., endorsed by New Orleans and Ohio R.R.			86	93
St. Louis	6	1866	98	100
Do	7	1871	107	108

Banks.

OHIO.

Ohio Life Insurance and Trust Co	102	102½
Lafayette, Cincinnati, (closing)	113	115
Franklin do		
Commercial do		
Mech. & Traders do		
State Branches		

KENTUCKY.

Bank of Kentucky and Branches	110	112
Northern, and Branches	115	118
Southern, and Branches	103	106
Bank of Louisville	115	118
Kentucky Trust Co	99	100
Farmers' Bank of Kentucky	107	101
Newport Safety Fund Bank	98	100
Commercial Bank of Kentucky		

INDIANA.

State Bank and Branches		

TENNESSEE.

State Bank and Branches		
Union	94	100
Planters'	97½	100

RATES OF EXCHANGE.

Place.	Time.	Buy'g.	Sell'g.
On New York	Sight	½	¾prem.
Do	60 days	interest off	——
Do	90 days	interest off	——
Boston	Sight	½	¾prem.
Do	90 days	interest off	——
Do	60 days	interest off	——
Philadelphia	Sight	½	¾prem
Do	90 days	interest off	——
Do	60 days	interest off	——
Baltimore	Sight	½	¾prem.
Do	90 days	interest off	——
Do	60 days		——
New Orleans	Sight	par	½pem.
Do	90 days	int. & 1½ off	——
Do	60 days	int. & 1 off	——
Do	30 days	1 pr. ct off	
England		110½	112½

SPECIE.

GOLD.

California, ℔ oz	$17 50	@	$17 65
Spanish Doubloons	16 50	@	16 60
Patriot Doubloons	15 60	@	15 80
Sovereigns	4 85	@	4 88
Guineas	5 00	@	5 00
American, new	1 00½	@	1 01
American, old	1 04	@	1 06
Portuguese	1 00	@	1 01

SILVER.

American Dollars	1 02	@	1 04
American, halves	1 02	@	1 04
Spanish Dollars	1 05	@	1 07
Spanish Quarters	1 02	@	1 03
Mexican Dollars	1 03	@	1 04
Five Franc pieces	95	@	96

LAND WARRANTS.

	Off'd.	Ask'd.
160 acre warrants	$185	$190
80 acre warrants	95	98
40 acre warrants	46½	47¾

CINCINNATI STOCK SALES.

AT THE STOCK BOARD,

MERCHANTS' EXCHANGE

ISAAC OSBORN DAVIS, AUCTIONEER.

BY HEWSON & HOLMES,

For the week ending Wednesday, February 22, 1854.

THE SALES WERE AS FOLLOWS:

206	Shares Cin. Wll. and Zanesville Railroad		$80 00
50	" " " "	"	80 00
24	" Cov. & Lex. (12 mo. int. to pur.)	"	69 00
180	" " " (new)	"	65 25
50	" " "	"	65 50
128	" Peru and Ind.	"	70 00
80	" " "	"	69 50
100	" " "	"	68 00
100	" " "	"	68 00
94	" " " (int. to pur.)	"	65 00
139	" " " (int. same rate)	"	65 00
32	" Ltitle Miami	"	110 00
20	" " "	"	110 37½
12	" " "	"	110 00
20	" " "	"	110 00
40	" " "	"	110 00
80	" Indianapolis and Cin.	"	70 00
20	" Columbus and Xenia	"	107 75
10	" Cin'ti, Hamilton & Dayton	"	105 00
20	" " " (int. to pur.)	"	105 00
23	" " " (int. same rate)	"	100 00
40	" Central Ohio	"	80 00
30	" Cleveland and Pittsburgh	"	83 00
35	" New Albany and Salem	"	47 00
1	" Farmers' Bank Ky.	"	110 00
8	" Law. and Upper Mississippi.	"	70 00
15	" Wash. Ins. Co.	per share	22 00
47	" Firemans' Ins. Co.	"	18 75

THE OFFERS WERE:

Indianapolis and Bellefontaine	85 00
" "	77 50
Bellefontaine and Indiana	90 00
Peru and Indianapolis. (int. to pur.)	72 00
" "	69 50
Mad River and Lake Erie	74 00
Dayton and Western	73 50
Eaton and Hamilton	55 00
Marietta and Cin	58 00
Hillsboro and Cin	54 00
Madison Ind. and Peru	64 00
Springfield, Mt. Vernon and P	75 00
Columbus and Xenia	107 00
Cov. and Lexington	65 00

MONETARY.

At the East we notice a much easier feeling in money matters than has been apparent for months past. Banks are discounting freely. Good paper is in demand at 7@9 per cent. Call loans 6@7. Railroad securites at 10@12.

Foreign exchange is dull at 108 for commercial, and 109 for bankers bills.

The stock market is buoyant, and good stocks are in demand both at home and abroad.

There is a scarcity in land warrants, which has raised their value as per our quotations.

The sales of western stocks at the Board last week were as follows:

$3000	Bonds Ohio 6s, 1856		104 50
1500	" 6s, 1860		108 00
3700	" 6s, 1875		116 00
1000	" Illinois Central		86 00
8500	" " "		85 87
5000	" " "		85 75
35	Shares Michigan Central		103 00
60	" " Southern		119 00
50	" Cleveland and Pittsburgh		88 00
210	" " " Toledo		99 50
50	" " " "		98 50
10	" Northern Indiana		117 50
6	" Clev. Col. and Cin		118 25
2000	" N. Y. and Erie	79 25@	79 75

A. H. Nicolay sold on the 13th inst.

5	Bonds $1000 each, N.Y. and Erie road, 7s, conv., 1871, coupons		88 62½
2	" " " " " " " "		
	2d mor. 7s conv., 1859 coupons.		103 25
6	" " Lyons, Iowa Central road, 1st mor., 7s, conv. 1873, coupons		47 75
1	" " Nor. Ia. road, 7s, 1863 cupons		82 00
2	" $500 each Illinois Central road, construction, 7s, 1875		81 50
40	Shares Knickerbocker Bank		96 00
10	" Atlantic " N.Y.		81 00
38	" Bank of Union		78 50
30	" " " "		79 50
10	" St. Nicholas Bank,		92 50
10	" Bank of Utica		75 00

On the 14th, S. Draper sold as follows:

$6000	Bonds Long Island road, 6s		70 00
6000	" Michigan Sou. road 1st mor 7s 1865 coupons		82 25
5000	" Brunswick Canal and Railroad, 1st mor. 7s, 1857		51 00
5000	" Columbus, Piqua and Ia., 1st mor. 7s cov		81 00
3000	" Peru and Indianapolis, 1st mor. cov. 7s		76 00

A. H. Nicolny sold on 16th, viz:

5	Bonds, $1000 each Cleveland and Pittsburgh road, con. income, 7s, 1856		84 75
5	" " " " " " "		85 00
10	" " " " " " "		85 75
10	" " Chicago and Mis., 2nd mor. cov. 7s, 1874		79 75
10	" " " " " " "		80 00
5	" " N.Y. & Erie, cov. 7s, 1871		88 75
1	" " Lyons, Iowa, Central road, 1st mor., cov. 7s, 1873		49 50
1	" " " " " " "		48 00
3	" " " " " " "		48 50
2	" " Miss. and Rock River junction road, 1st mor. cov. 7s, 1863		76 00
1	" " Toledo, Nor. and Clev'd road 1st mor, 7s 1863		88 25
8	Shares Bank of Union		80 00
10	" " "		79 50
18	" Com. Exchange Bank		99 50
20	" St. Nicholas Bank		93 50
15	" " "		94 25
10	" " "		93 75
10	" " "		93 25
20	" East River "		93 25

We regret much to see certaiu of the New York Journals contain strong articles against the present method of conducting the stock sales in that city. Some of them even do not hesitate to make drect charges of dishonesty. With this sweeping denunciation we cannot coincide, though we have long been aware that some radical change was imperiously called for in this branch of business; else would the community lose all confidence in the reports of sales of stocks made in the goodly city of Gotham.

If there be any business in which uprightness and high-toned integrity be necessary, it is in the conduct of these sales, where so much depends upon the honesty of the auctioneer, who should stand between the seller and the buyer, incorruptible, allowing no collusions or Peter Funking, for the purpose of inflating old or foisting new stock upon the market. Then would the epithets, "stock jobber," "stock gambling," "bulls and bears," and the like, be among the things that were.

When the subject of opening a STOCK BOARD, and holding weekly sales, was first agitated in this city, few supposed that such a business would prosper. Messrs. Hewson & Holmes, auctioneers, assisted by Isaac Osborn Davis, took hold of the matter energetically, and carried it through, until now the sales of stocks here compare favorably with those of New York, and surpass those of any other eastern city. And why is it that this city "away out West," can thus compete with the older cities of the East? Because, in the first place, Cincinnati is the great "railroad center," of the West, where immense railroad transactions occur, and in the second place, though by no means secondly in importance as regards stock sales, the plan adopted for conductiug them was such as to secure confidence at once. When the first sale was held it was distinctly announced that no person should be allowed to bid upon his own stock, under any circumstances, either by himself or friend, Such an attempt at our Board has been made but twice, and on both occasions met with a public exposure by the salesman.

Stocks when left for sale, are limited, if the owner please, and by these limits the auctioneer abides, claiming the privilege of a reserve bid for the owner if they do not reach the limits, but when the stock is not sold, the fact is announced, and no false impression is created in the market; the public know both the sales and the offers and the true feeling of the market is at once apparent.—Messrs. Hewson and Holmes were the first to adopt this method of sales, and we are pleased to note that they are reaping a profitable return for their business sagacity.—Mr. A. H. Muller, of New York, has recently adopted this mode of conducting his sales, but as yet it does not appear to meet the views of the "Stock jobbers" in that city; we trust however that he will persevere, and we feel assured that success will ultimately attend his efforts.

At the West money affairs are visibly improving, the rates or interest are easier and confidence is rapidly increasing.

Exchange we quote ½@¾ prem.

In the Stock market we note largely increased sales, and at an advance in prices. Our quotations this week embrace a larger amount of stocks, and at better prices than any previous one.

Advertisements.

Office Cincinnati, Hamilton and Dayton Railroad,
Cincinnati, February 14th, 1854.

THE Directors have this day declared a dividend of five per cent on the capital stock of this Company, payable at the office of the Company in Cincinnati on and after the 25th inst., till which time the transfer books will be closed ; and at the Ohio Life Insurance and Trust Company in New York, on and after the 15th prox.

By order of the Board.

feb.23 FRANK S. BOND, Sec'y

TO CONTRACTORS.

SEALED Proposals will be received at the office of the undersigned in Indianapolis, until the 15th day of March next, for the grading, masonry and bridging of that portion of the Indiana and Illinois Central Railway between the west line of Edgar county and Decater, Illinois, being a distance of about 53 miles. The map and profile together with the plans and specifications will be ready for inspection at the office of the Company In Decater, on and after March 1st.

Any further information may be obtained at the office of the undrsigned, in Indianapolis.

M. C. STORY, & CO.

Indianapolis, February 16, 1854.

Maysville Car Factory.

THE undersigned are prepared to manufacture for Railroad Companies, Passenger, Baggage, Cattle, Freight, Gravel and Hand Cars; also Baggage Barrows and Warehouse Trucks.

We are agents for the Portsmouth Powder Mills, and Toy, Bickford & Co's safety fuse. Contractors and dealers supplied at manufacturers prices.

F. HUNGERFORD & CO.

Maysville, Ky., Feb. 16, 1854. 2**

J. DAVENPORT. . . . M. D. WELLMAN. . . . C. M. RUSSELL.

DAVENPORT, RUSSEL & CO.,

Railway Car Manufacturers,

MASSILON, OHIO.

THE subscriber, late of the firm of Davenport, Bridges & Co., Fitchburg, Mass., having associated himself with Messrs. Wellman and Russell, under the above name, would respectfully solicit calls for any kind of Passenger, Baggage, Post Office, Freight, Coal, Gravel, or Hand Cars.

Having had fifteen years experience in the business and having secured the best of workmen from the Car Factory in Cambridge, Mass., I feel confident, that perfect satisfaction can be given in all work entrusted to our care

We have now on hand the best of dry White Oak with which we think we can build Cars as cheap and as well as any other establishment in the States. JOSEPH DAVENPORT.

Feb. 16†*

OFFICE OF THE AGENCY OF THE

Indianapolis and Cincinnati Junction Railroad Company.

No. 23 West 6th St., between Main and Walnut
CINCINNATI.

THE following Directors of the above Company re-elected on the 20th inst., at Connersville, Ia., to serve for one year, viz:

JOHN WOODS, President.
John D. Jones, Cincinnati,
Johnathan M. Ridenour, College Corner.
Samuel W. Parker, Connersville.
George Hibben, Rushville,
James Blake, Indianapolis.
Wm. M. Smith, Connersville.

This road connects with the Cincinnati, Hamilton and Dayton Railroad at Hamilton, thence to Oxford, College Corner, Liberty, Brownsville, Connersville, Rushville, Burlington, Morristown, Palestine and Indianapolis, passing through five of the best counties in the State of Indiana, viz :—Union, Fayette, Rush, Hancock and Marioc.

M. JONES, Ag't.
Junction Railroad Co.

January 7th, 1854. jan. 12-tf

ENGINEERS' MATERIALS.

EGGERS & CO.,

WHOLESALE DEALERS IN

PAPER & STATIONERY,

Since first January,

No. 127 Walnut St., bet. Third and Fourth.

CINCINNATI,

Keep the most complete stock in the West of every thing used by Engineers. On application, a catalogue with prices will be forwarded. jy21†

WHEELBARROWS!



ON hand, Wheelbarrows, of my own manufacture, suitable for Railroad, Turnpike, Canaling, &c., in lots, to suit purchasers. Orders filled for any reasonable amount

HENRY ROCKEY,
No. 21 East Front street

Indianapolis and Cincinnati Railroad, via. Lawrenceburgh.

NEW Route to Indianapolis, Terre Haute, Lafayette and the West.

Through from Cincinnati to Indianapolis in six hours.

Shortest route between Cincinnati, Indianapolis, Terre Haute, Lafayette and Chicago.

Passengers for this line will leave Cincinnati, from the foot of Main street, at 6 o'clock, A. M., by steamer Forest Queen, every day, (Sunday's excepted,) and arrive at Indianapolis at 12 o'clock, M., in ample time to get dinner, and take any of the trains West or North.

Baggage checked through and baggage master accompanies the same.

Fare between Cincinnati and Indianapolis $3.

At Shelbyville passengers may take the Jeffersonville, Rushville and Knightstown cars.

Returning, leave Indianapolis at 12 o'clock, M.

GEO. HAVEN, Superintendent.

Through tickets may be procured on board the boat, or at the ticket office, corner of Water street and landing (foot of Main street.)

jan 12-† C. S. RUSSELL, Ag't.

CAR MANUFACTORY,

Dayton, Ohio.

E. THRESHER & Co., having enlarged their shops, are prepared to contract on favorable terms, for building every variety of Railroad Cars, in any quantity and at short notice, made of the best materials, and of the most approved workmanship.

They are prepared also to furnish jaws and boxes; the Washburn wheel, thirty and thirty-three inch, adapted to inside or outside bearing; cast iron frogs steel plated; and switches of the most approved patterns.

They also manufacture blacksmith tuyeres, Harris' patent; portable bolt forges; bolt heading and bolt cutting machines; upright drills, wheel presses; wood planers; tenoning and mortising machines; &c.

They respectfully invite the attention of railroad directors and superintendents to their establishment.

Dayton, January 24th, 1853. jan 25-†

TO RAILROAD COMPANIES.

THE subscriber, manufacturer and agent for manufacturers of railroad materials, would solicit from railroad managers in the West their orders for

RAILROAD SPIKES, CAR AXLES, RUBBER SPRINGS, RUBBER HOSE, LOCOMOTIVE TIRES, SPRING STEEL, CAST STEEL, NUTS AND WASHERS, LOCOMOTIVE LANTERNS, ETC.

A. S. WINSLOW,
9 and 11 West Second St.,
Between Main and Walnut St., Cincinnati

†mr24

RAILROAD COMPANIES, ENGINEERS AND OTHERS,

Are respectfully requested to note the following as FACTS, and to remember that the facilities of the establishment for manufacturing are UNSURPASSED.

PAGED

BLANK BOOKS,

OF THE

First Qualities made to Order;

AND

STATIONERY

OF ALL KINDS SOLD LOW BY

MOORE, ANDERSON, WILSTACH & KEYS,

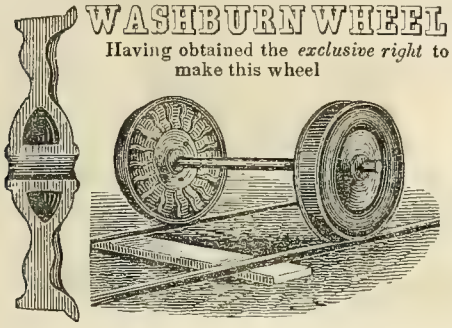
Corner of Main and Fourth Streets,

CINCINNATI. jan12-†

FULTON CAR WORKS,

CINCINNATI, OHIO.

THE Proprietors of this establishment would respectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical.—They are prepared to execute to order, on short notice, eight-wheeled Passenger Cars of the most superior description. Four or eight-wheeled Baggage, Cattle, Freight and Gravel Cars. Also, Crank and Lever Hand Cars, Trucks, Wheels, and Axles fitted.



WASHBURN WHEEL

Having obtained the *exclusive right* to make this wheel

in Cincinnati, Covington, and Newport, they are now prepared to furnish Railroad Companies with that celebrated Wheel, with or without Axles.—Also, Journal Oil Boxes of any pattern, and Castings for Cars fitted to order at the shortest notice.

Address KECK & HUBBARD,
Fulton Car Works, Cincinnati, Ohio.
†ap.14. Office 62 East Second street

GUNPOWDER,

MANUFACTURED BY

The Hazard Powder Company,

HAZARDVILLE, CONN.

H. G. HAZARD, President.

A. E. DOUGLASS, Secretary.

The undersigned are always prepared to furnish Mining and Blasting Powder to any extent, delivered at any point on the lines of railroads, or other places of public improvements in the West or South, at the very lowest rates. Also, SAFETY FUSE of the best Eastern manufacture.

We would respectfully urge all contractors and consumers to call upon or correspond with either of us before arranging for their supplies elsewhere.

To the trade generally we would offer all the brands of Sporting and Rifle Powder manfactured by the above concern.

M. D. W. LOOMIS,
Southeast corner Main and Second Sts.,
Cincinnati, O.
S. H. LOOMIS,
Nashville, Tenn.

August 16, 1853.—au18†

HARDWARE!

MEAD, SELDEN & CO.,

No. 15 *PEARL STREET,*

INVITE the attention of Merchants, Contractors of Public Works, and Dealers in Pump Fixtures, to their assorted stock of heavy and Shelf Hardware, Cutlery, Mechanics' Tools, &c. In part as follows.

Anvils,	Shovels,	Seives,
Vices,	Spike Malls,	Knives and Forks,
Axes,	Smith's Bellows,	Pocket Knives,
Ball Drills,	Stock and Dies,	Razors,
Brass Kettles,	Cast Steel,	Sheers and Scissors,
Crow Bars,	Hinges,	
Chains,	Curry Combs,	Braces and Bitts,
Hames,	Locks and Latches,	Files,
Mattocks & Picks,	Screws,	Hatchets,
Masons and Sledge Hammers,	Steelyards,	Nail Hammers,
	Spoons,	Drawing Knives,
Cut, Wrought and Floor Nails,	Cabinet Brass Goods,	Rules,
		Squares,
Cotton and Manilla Rope,	Looking Glasses,	Saws,
	Japan Ware,	Coopers' Tools and Planes.
Spectacles, &c.	Razor Strops,	

PUMP FIXTURES,

Including Reel's Galvanic Chain, Pine, Poplar and Zinc Tubing, Wood and Iron Curbs. †je2c

LIGHTNER'S

PATENT AXLE BOXES

FOR RAILWAY CARS.

THE attention of Railway Managers and others is respectfully called to this great improvement in

AXLE BOXES,

As possessing numerous advantages over all others now in use. Some of which are:

1st.—The first cost and "fitting up" is much less.

2d.—It saves seventy-five per cent. in oil.

3d.—The journals and oil are perfectly secure from dust.

4th.—It prevents all possibility of "*heating.*"

5th.—Cars furnished with them run much easier, and require less power to move them.

6th.—Its construction is simple—not liable to become loose by service, and allows a free inspection of the journals and boxes.

7th,—The composition bearings of an eight-wheel LOADED car, can be removed from the journals while under the car, and returned in twenty minutes, by ONE man.

8th.—The trucks and wheels are free from oil and dirt usually seen on Railway cars.

The following testimonials are submitted :—

OFFICE BOSTON AND PROVIDENCE R. R.
Boston, January 1st. 1853.

MR. JOHN LIGHTNER:

Sir:—It affords me pleasure to say, that after three years trial of your boxes, I am fully and entirely satisfied of their superiority over any other pattern we have used. This superiority consists in economy of oil and freedom from "heating."—I have tried every pattern of box in use, of any note, and do not hesitate to say, that you have devised one which in every respect combines greater advantages than any other within my knowledge; these advantages are so manifest, that I am fitting up all our cars with your boxes, as fast as practicable. Very respectfully yours,

W. RAYMOND LEE, Supt.

OFFICE OF THE FITCHBURG AND WORCESTER R. R.
Fitchburg June 2nd, 1853

MR. JOHN LIGHTNER:

Dear Sir:—Your Patent Axle Box has been in use upon our railroad during the last year and has given entire satisfaction. We find our Engines and Cars, require much less power to move them, than others not furnished with this box, and the saving in oil is very great.

Our freight cars run upon connecting roads, and are sometimes beyond our control; therefore as a matter of safety, we have the boxes examined once a month, and oiled if necessary, the quantity of oil required is small.

Our passenger and baggage cars, which are in constant use, run nine hundred miles per week. We find it necessary to oil them only once in three months. In one or two instances they have run more than sixteen thousand miles, without being oiled or sustaining any injury. Yours respectfully,

IVERS PHILLIPS, President.

BOSTON AND MAINE R. R. OFFICE, HAYMARKET SQUARE,
Boston, July 5th, 1853.

MR. WILLIAM SHERBURNE, Agent for Lightner's Axle Box.

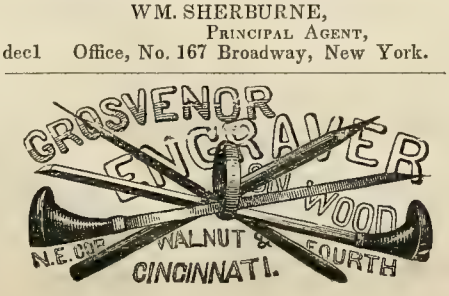
Dear Sir:—We are substituting the Lightner Box in place of all others upon this road, as fast as practicable, satisfied that they are the best we know of. Yours, &c.,

THOMAS S. WILLIAMS, Sup't.

The Subscriber begs leave to suggest to all Railroad Corporations (new or old) the importance of an EARLY application of this valuable improvement, to their NEW CARS, WHILE IN PROCESS OF CONSTRUCTION as thereby much detention of cars, and great expense will be avoided.

Models and testimony of the above Boxes, may be examined, and arrangements may be made for the right to use the same with the subscriber.

WM. SHERBURNE,
PRINCIPAL AGENT,
dec1 Office, No. 167 Broadway, New York.



CARDS.

ALBERT M. LEA,

CIVIL ENGINEER,

KNOXVILLE, TENN,

†oc27

OFFICE OF THE

Cincinnati and Portsmouth R. R. Co.,

Felicity, Clermont County.

☞ Communications addressed to T. H. WHETSTONE, President, and left with Messrs. JOHN F. DAIR & Co. Cincinnati, will receive prompt attention. s29-tf

OFFICE OF

Marietta and Cincinnati R. R. Co.

No. 37 Manchester Buildings,
CORNER THIRD AND SYCAMORE STS.
July 7th†

To Engravers and Draughtsmen.

A FINE ASSORTMENT OF

DRAWING INSTRUMENTS

JUST RECEIVED, OF THE VERY BEST

SWISS, FRENCH, AND ENGLISH MAKE,

Either in cases of every size, or in the single piece, Draughtsmen in want of a fine instrument, will find among the stock, Accurate Scales of various materials, Ivory, Glass, Box, Paper, and Horn; Beam Compasses of different capacities, Bow Do., Pocket Do., Curves, Squares, Dividers, in German Silver and Brass, &c., &c.

For sale by E. MENDENHALL,
At his MAP ESTABLISHMENT,
nov17 3 College Hall, Walnut St.

BANKERS AND BROKERS.

GEORGE MILNE. GEO. M. REED.

GEORGE MILNE & CO.

BANKERS, EXCHANGE AND BILL BROKERS.
No. 19 West Third Street,
CINCINNATI, O.

ELLIS & STURGES,

BANKERS & EXCHANGE BROKERS.
N. E. Corner Third and Walnut Sts.
CINCINNATI.
Collections made on all the principal cities of the Union

WESTERN BANK,

CINCINNATI, O.

Buy and sell Gold, Silver, Bank Notes, and Exchange make collections and allow interest on deposits.

Railroad Stocks

Of Ohio, Indiana, and Kentucky. Also, State and County Bonds bought and sold, or loans made on the same. Address WM. INGALLS, Agent.
Office, No. 7 Burnet House.

T. S. GOODMAN & Co.,

No. 101 Main St. west side, bet. 3d and 4th Sts.
CINCINNATI.
Dealers in Exchange, Bank Notes, Merchants' Pape &c. &c.

P. OUTCALT & CO.,

No. 6 West Third Street, north side, near Main,
CINCINNATI.
Dealers in Bank Notes, Bullion, Business Paper, Exchange, &c. &c.

ALBERT H. NICOLAY,

AUCTIONEER.

Holds his regular auction sales of Stocks, Bonds and other securities, every Monday and Thursday, at 12½ o'clock, at the Merchants' Exchange. First class Stocks and Bonds, at private sale.

Office No. 4 Broad street, New York.

HENRY H. SHIPLEY. WILLIAM SHIPLEY.

H. H. SHIPLEY & BRO.,

No. 22 West Fourth Street, Cincinnati, Ohio.

BANK NOTE,

CARD, SEAL, AND GENERAL ENGRAVERS,

And Copper Plate Printers.

Manufacturers of Embossed Card and Advertising Business Envelopes. Also, their

IMPROVED PERCUSSION & SEAL PRESSES.

H. H. SHIPLEY & BROTHER, (under the direction of GEO. K. STILLMAN,) Designers and Engravers on Wood. Portraits, Landscapes, Views of Buildings, Machinery, &c., executed in the best manner and on reasonable terms. †mr3

Norris' Locomotive Works,

PHILADELPHIA.

ENGAGED for many years in manufacturing Locomotives, offer to Railroad Companies to construct of any plan or size,

LOCOMOTIVES OF SUPERIOR QUALITY.

Our facilities for doing work have been largely increased this year, and orders can be executed with despatch.

Jy7 RICHARD NORRIS & SON.

ASHCROFT'S METALIC STEAM GAUGE.

(BOURDEN'S PATENT.)

THE subscribers offer for sale this valuable Steam Gauge. It is adapted to Locomotive and other steam boilers, indicating with accuracy the continual variations of steam within the boiler, enabling the engineer to maintain a uniform and safe pressure. Any of the Eastern Railroads may be referred to for proof of its importance and value.

BRIDGES & BROTHER,

sep15tf 64 Courtlandt Street, New York.

COLUMBUS

Railroad Chair Manufactory.

THE subscriber having enlarged his works, is prepared to fill orders for wrought iron

RAILROAD CHAIRS,

on short notice. He would call the attention of Railroad Companies to his patent Thick Lip Chair. Chairs made to any pattern and of any size which may be required, and warranted of superior quality of iron and workmanship.

P. HAYDEN can be found at 219 Pearl street, New York, where also specimens of the chairs can be seen.

P. HAYDEN.

Columbus, August 11, 1853.—au18-6*

Lithography and Engraving.

RAILROAD BONDS,

CERTIFICATES AND MAPS,

BUSINESS AND SHOW CARDS.

Views of Buildings, Diplomas, and Portraits,

And all kinds of

Lithographic Engraving,

DESIGNING AND PRINTING,

Executed in the finest style.

MIDDLETON & WALLACE,

No. 115 Walnut Street, Odd Fellow's Building,

†mr3 Cincinnati, Ohio.

BANK NOTE ENGRAVING.

DANFORTH, WRIGHT & Co.,

No. 25 West Third Street, Cincinnati.

Bank Notes, Drafts, Bills of Exchange,

RAILROAD BONDS, & CERTIFICATES

†mr3] Engraved in a style unsurpassed.

S. C. THOMSON & CO.,

MANUFACTURERS OF

PATENT PAD LOCKS,

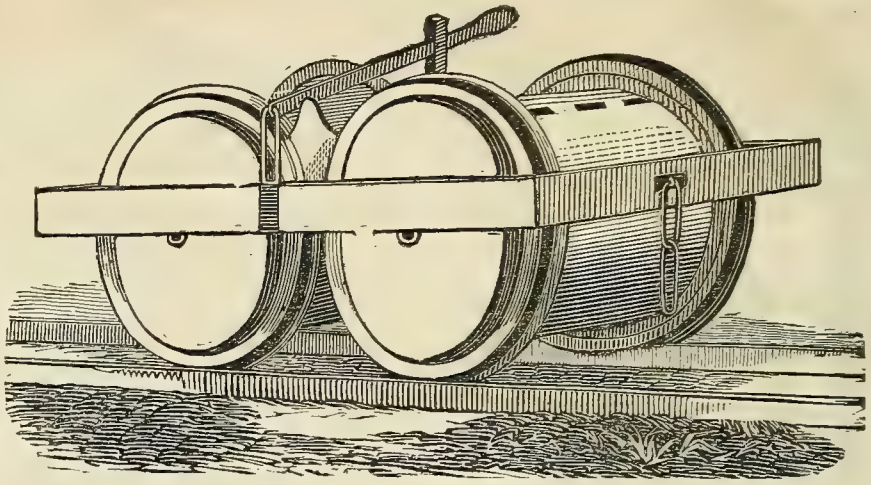
For Railroad Switches, Merchandise Cars, Stores, Cemeteries, Iron Safes, &c.,

Cor. Railroad Avenue and Market st.,

jan.12† NEWARK, N. J.

MYER'S PATENT CAR,

FOR COAL, GRAIN, &c., &c.



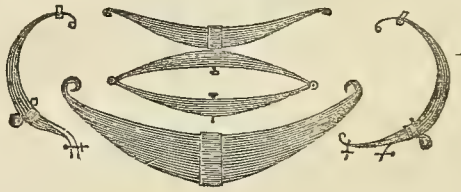
ADDRESS,

C. TIERS MYERS,

No. 33 WALNUT STREET,

dec15-3* **PHILADELPHIA.**

McDANEL & HORNER,

LOCO-MOTIVE  AND CAR SPRING

MANUFACTURERS, WILMINGTON, DEL.

Locomotive and Car Springs of all descriptions manufactured on the most reasonable terms, made of the best STEEL, which we have manufactured to order from the BEST SWEDE IRON. Orders from any part of the United States will be thankfully received and promptly attended to.

McDANEL & HORNER.

All Springs ordered from a distance will be delivered on shipboard at *Philadelphia* free of charge

References.

NORRIS BROTHERS, Locomotive Builders, Philad.
A. C. GRAY, Pres't New Castle Manuf. Co.
U. WELLS, R. R. Car Manuf. Petersburg, Va.
I. R. TRIMBLE, Supt. Philad. R. R. Co.
M. B. MILLEN, Gen. Supt. C. R. R. Savannah, Ga.
EMERSON FOOTE, Supt. M. & W. R. R. Macon, Ga
THOMAS DOUGHERTY, Master Mach. do.
THOS. SHARP, Supt. R. F. & P. R. R. Richmond, Va.

†May 19.

R. M. SHOEMAKER, A. T. LEVIS,
J. P. SHOEMAKER, H. Y. SLAYMAKER.

COPARTNERSHIP.

SHOEMAKER, LEVIS & CO.,

SUCCESSORS TO

MORRELL, SHOEMAKER & CO.

MANUFACTURERS OF

Boiler Iron, Railway Chairs & Spikes.

WORKS—Covington, Ky.

STORE, No. 64 EAST COLUMBIA St.

CINCINNATI, O.

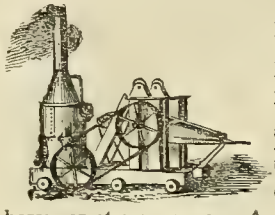
January 5, 1854 jan.12-6*

GLENDON LOCOMOTIVE TIRES.

TIRES of every diameter, for sale

†mr17] GEO. GARDNER & CO., Boston, Mass.

"GARDNER'S ROCK DRILL."



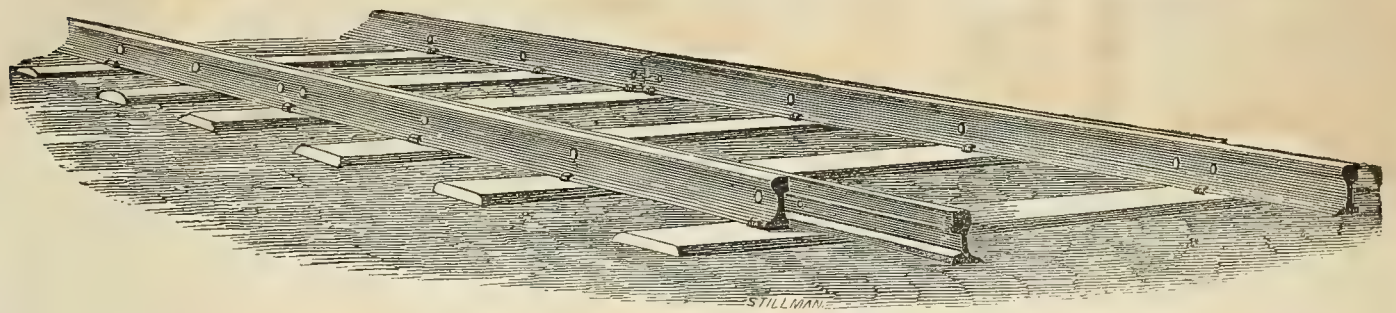
DESIGNED for Mining, Tunneling, Quarry Use, and Rock Excavations of all descriptions, by the use of which a saving of 50 to 75 per cent. is made. This drill can be operated by hand, horse, or steam power. A Machine is now in operation at the Crystal Palace.

Applications for Territorial Rights and Machines must be made to the Patentee.

G. ARTHUR GARDNER,

nov17† Trinity Building, New York

WINSLOW'S PATENT COMPOUND RAIL.



THIS RAIL, which is represented by the above, has now been in use on several Roads for upwards of three years; during which time it has become established among Railroad Managers as realizing the advantages of a THEORETICALLY PERFECT RAIL.

Its advantages over the common form of "T" Rail are,—a saving in the wear and tear of Machinery—it saves to a great extent in the repairs of track — it secures a high rate of speed with the same power, and what is certainly of equal importance, complete protection against some of the accidents to which roads are liable. Being practically a continuous Rail for the entire length of the Road, without break at the ends of bars the jarring motion communicated thereby in passing over the common "T" Rail is avoided, as is also its effect upon cars and machinery. The comfort of travelers must of course be greatly increased.

This Rail is now manufactured at HANGING ROCK IRON WORKS, upon the Ohio River, and at MT. SAVAGE IRON WORKS, Maryland. Specimens of the Rail and patterns of same will be gladly shown, as well as all information in relation thereto, given by application to

A. S. WINSLOW, Nos. 9 & 11 West Second St., bet. Main and Walnut Sts. CINCINNATI.

J. F. WINSLOW, Troy, New York
ERASTUS CORNING & CO., Albany, N. Y.

ap7tf

Rawdon, Wright, Hatch & Edson,

Bank Note Engravers and Printers.

Also, engraved in a style corresponding in excellence with that of Bank Notes—

RAIL ROAD, STATE, AND COUNTY BONDS,

BILLS OF EXCHANGE, CHECKS,

Drafts, Certificates of Stock and Deposit, Promissory Notes, Bill and Letter Heads, Visiting and Professional Cards, Notarial, County and Hand Seals, &c., &c.

Constantly on hand, Bank Note Paper, made to order of a superior quality.

The above office is under the supervision of

GEORGE T. JONES,

South-East corner of Main and Fourth Sts., Cin.

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TOPPAN, CARPENTER, CASILEAR & Co.,
Bank Note Engravers & Printers.

Also, of Drafts, Notes, Certificates of Stock and Deposit; Bonds for U. S. Government, State Governments, Railroad and other Corporations, &c., New York, Philadelphia, Boston and Cincinnati.

All the best securities against counterfeiting and alterations are combined in the Notes and other instruments executed by this establishment for every State in the Union, and for the General Government; for Canada and other countries. Their means of supplying the demands of business with *new Designs* and Ornamental Die-work are unsurpassed.

Bank Note Paper of a superior quality, manufactured with particular regards to strength and durability, constantly on hand.

Cincinnati Office, corner of Third and Walnut Streets. [†mr3] CHAS. A. JEWETT, Ag't.

ONKEN'S

Lithographic Establishment,

CINCINNATI.

Railroad Bonds, Maps, Drafts, Checks, Illustrated Business Cards, Show Bills for Hotels, Foundrys, &c. Landscapes, Portraits, Buildings, and Illustrations for Books, executed in the best manner.

Also, JUVENILE PUBLISHING HOUSE. Toy Books, Drawing Books, Blanks, Gift Books, Western Views, &c., &c.

Plain and fancy Stationery at very moderate prices. OTTO ONKEN,

Ohio Medical College Building,
Sixth Street, bet. Vine and Race, Cincinnati.

ISAAC OSBORN DAVIS, AUCTIONEER.

HEWSON & HOLMES.

Auctioneers & Commission Merchants.

Stores Nos. 83 and 85 Walnut Street,
CINCINNATI, OHIO.

Bank, Insurance, & Railroad Stock Sales

At the Merchant's Exchange every Wednesday and Saturday.

Have regular sales of

GROCERIES EVERY TUESDAY & FRIDAY

at their Sales Rooms.

Hewson & Holmes have always on hand a

Large Stock of Groceries,

Which they will sell at private sale.

Are agents for the sale of the SUPERIOR SHEETINGS manufactured at the Anchor Mills, Pittsburgh.

Also, agents of

DURYEE & FORSYTH, Rochester, N. Y.

Manufacturers of Fire Proof Safes, Scales of all sizes, Trucks, and Letter Presses.

HEWSON & HOLMES will also attend to the purchase and sale of Merchandise, Produce, and Real Estate, and the forwarding of Goods.

Will make liberal CASH ADVANCES on consignments to their address. †mr24

ENGINEERING!!

The undersigned is prepared to furnish SPECIFICATIONS, ESTIMATES, AND PLANS, in general or detail of all kinds of

Steam Vessels, Engines, Boilers, Mill Work, &c.

Particular attention given to the superintending of

LOCOMOTIVES, TENDERS, CARS,

And Railway Machinery of every Description,

While under construction.

AGENT FOR THE PURCHASE of, on commission, all articles required for Railroads, Steam Vessels, Locomotives. Engines, Boilers, Machinery, &c.

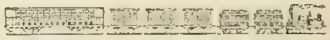
General Agent for

ASHCROFT'S STEAM GAUGE, ALLEN AND NOYES' METALIC SELF ADJUSTING CONICAL PACKING, DUDGEON'S HYDRAULIC JACK.

Also, for Water Gauges, Indicators, Steam Whistles, &c., &c.

CHAS. W. COPELAND,
Consulting Engineer,
64 Broadway, N. Y.

Locomotive Works, Cincinnati.



THE undersigned having had considerable experience in the construction of Locomotives, are prepared to furnish them equal in efficiency and durability, to the best Eastern manufacture.

MOORE & RICHARDSON,
oc13-tf Successors to Harkness, Moore & Co.

WANTED!

1,200 Men and 60 Masons,

UPON THE

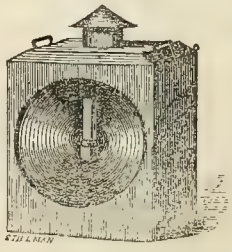
COVINGTON AND OHIO RAILROAD,

Between the mouth of Big Sandy and the mouth of scary

Apply to W. B. FOWLER,

o6-tf GUYANDOTTE, VA.

LOCOMOTIVE LANTERNS.



I AM manufacturing Locomotive Lanterns of the most approved form, with true parabolic Silver-plated reflectors, Copper Cases, and in every way equal to the best manufactured in the country. Orders from Railroad Companies in the West are solicited.

A. S. WINSLOW,
†mr24] 9 and 11 West Second St., Cincinnati

WASON'S

CAR MANUFACTORY,

Near the Pittsburgh R. R. Shops,

CLEVELAND, OHIO.

Passenger, Baggage, Freight, Dumpers, Hand Cars, &c.,

Of the best quality in all respects, style, workmanship, and material, made to order with promptness.

Orders respectfully solicited, with the assurance that no pains will be spared to give entire satisfaction in all cases.

CHARLES WASON,
Late of the firm of T. & E. Wason, Springfield, Massachusetts.
†oc20

TYLER DAVIDSON & CO.,

Agents for the

BOSTON BELTING COMPANY.

India Rubber Machine Belting in any quantity, from 2 to 20 inches.

India Rubber Steam Packing;

Mixed do do 1-32 to ¼ inch thick.
Plain do do 1-32 to 1 inch thick.
Pure do do

Pipe and Manhole Rings, all sizes;
Square or Rope Packing, do.

HOSE.

India Rubber, Hydrant, Conducting, Fire Engine, and Locomotive, of all sizes, manufactured from the best of Vulcanized Rubber, and for sale only by the agents.

Car Springs, and all other kinds of Vulcanized India Rubber used for Mechanical and Manufacturing purposes.

The undersigned, having been appointed Agents of the Boston Belting Company, beg leave to advise Dealers and Consumers that they are now prepared to supply the above goods in any quantities, on the most favorable terms. On hand and for sale,

50,000 Feet Vulcanized India Rubber Machine Beltings, from 2 inch to 20 inches, 3 and 4 ply.

TO STEAMBOATS AND RAILROADS.

India Rubber Hose, for Pavements, Streets, Gardens, Locomotives, Engines, etc.

40,000 feet Hose, 3, 4, 5, 6, and 7 plys, suitable for pavements, streets, gardens, locomotives, fire engines, etc., 1 to 3 inch, warranted extra quality. Also,

THE vulcanized India Rubber Break Springs now in use by all the Eastern Railroads, and posessing decided advantage over the Steel Springs now in use, for the following reasons:

1st, They are much easier put on.

2d, They are a great deal cheaper.

3d, They are much more durable than steel, and no time lost in making them, the weather having no effect on them.

ALSO—Large 6 inch hose for water stations.—This is a new and important invention. The coldest weather will have no effect on them whatever They are warranted to remain as pliable, in the COLDEST of weather, as they are in 150 Fahrenheit heat.

Armitage Anvils,–10 casks, assorted weights, now in store.

Allen's Revolvers and Self-Cocking Pistols.—Now in store, a large assortment of the above, 3, 4, and 5 inch Revolvers; 3, 4, 5, and 6 inch Pocket Pistols. Also, Dueling Pistols.

Leland's Superior C. S. Car and Auger Bitts.—All sizes.

Brass Kettles, and Sheet Brass, &c.—Brass Kettles, assorted from 6 to 30; Sheet Brass, assorted from No. 0 to 30; Brass Wire, do do do.

Star Breast Chains.—Four casks of those superior double-linked Chains, just received.

Walker's Trace Chains.—70 casks of those superior goods, warranted full length and sizes, 8 to 20 links, straight and twisted, now in store.

American Anvils.—Eagle brand, faced with with cast steel, and warranted by the manufacturers equal to Armitage's Mousehole.

Plated Spoons.—Plain, tipped, and threaded heavy plate, on best quality of German Silver.

Premium Gimlet Screws.—10,000 gross just received.

Mill Saws. Hoe & Co.'s C. S. Wm. Rowland's, and W. H. Rowland's 6, 6½, 7, 7½, and 8 ft.

Cross Cut Saws.—Hoe & Co.'s C. S., John ockerell's C. S. and G. S., Wm. Rowland's and W. & H. Rowland's 5, 5½, 6, 6½, 7, 7½, and 8 feet. Also, 4 and 4½ feet Tennon Saws.

Axes—1000 doz. Axes, assorted Yankee and Kentucky patterns, first, second, and third quality

Nails.—4000 kegs Shoenberger's and Wheeling Nails, now in store.

For sale by TYLER DAVIDSON & CO.,
mr 3 140 and 142 Main street.

PHILADELPHIA
Type and Stereotype Foundry.

NEW BOOK OF

Specimens of Printing Types,

PLAIN AND ORNAMENTAL;

RULES, BORDERS, WOOD CUTS, &c., &c.

THE attention of the printing craft and the literary public is respectfully invited to the Minor Book of Specimens of Printing Types, &c., just published by us. The critical eye will at once perceive that it surpasses every work of a similar kind before issued in America, and that it fairly enters into competition with the finest productions of Europe. Everything shown in this book, excepting Wood Type, is actually manufactured by us in our own Foundry, and may be relied upon as being finished in a workmanlike style.

Among its contents, we beg to draw attention to the specimen of our LABOR-SAVING RULES. The economic printer will soon learn to appreciate their valuable qualities, and will be unwilling to dispense with the assistance they afford in the various kinds of Rule work.

THE CALLIGRAPHIC SCRIPTS

Form a new and beautiful variety of Type; and, with the

SCRIBE TEXTS, THE ARABESQUES,
THE COMPOSITES,
THE CHROMATIC TYPES AND BORDERS,

And a large variety of ORNAMENTAL LETTERS exhibited, give peculiar advantages to the tasteful workman in the production of chaste and ornate printing.

The display of plain and substantial Type of the Roman character is extensive. The Scotch faces have lost none of their value and attractiveness of appearance, and are continually growing in the esteem of competent judges of good Typography.

The MUSIC will be found to be unequalled by any manufactured in this country, and not surpassed by any in the world.

The assortment of CUTS is large and various, many of which are furnished in copper at no greater cost than if in type metal, and yet are much more durable: and an Alphabetical Index is given, by which any Cut made by us may be easily found.

The prices of Type are as follow:

Pica at	30 cents.	Minion at	48 cents.
Small Pica	32 "	Nonpareil	58 "
Long Primer	34 "	Agate	72 "
Bourgeois	37 "	Pearl	1 08 "
Brevier	42 "	Diamond	1 60 "

Printing Presses, Standing Presses, Cases, Stands, Chases, Galleys, Printing Ink, and every article used in a Printing Office, constantly on hand, at the lowest rates.

Second-hand Presses, and Type used only in Stereotyping, at reduced prices.

Books, Pamphlets, Music, Labels, Wood Cuts, &c., Stereotyped or Electrotyped in copper, with correctness and despatch.

We are also agents for the sale of HOE'S, ADAMS', RUGGLES' and NORTHRUP'S PRESSES, and are prepared to furnish them promptly and at manufacturers' prices.

☞ Our SPECIMEN BOOK will be forwarded gratuitously to Printers who give us directions how to send it. If by mail, sixty cents in Post Office Stamps should be remitted to us to prepay the postage. The bound edition, however, is too bulky to go in the mails, and it will be necessary in ordering one of these to designate whether it is to be sent by express or otherwise.

L. JOHNSON & Co.,
†oc27 No. 6 Sansom street, Philadelphia.

CINCINNATI TYPE FOUNDRY.

AND

PRINTER'S WAREHOUSE.

L. T. WELLS, Agent.

THIS establishment is prepared to furnish printing materials of every description. We are constantly adding new styles of

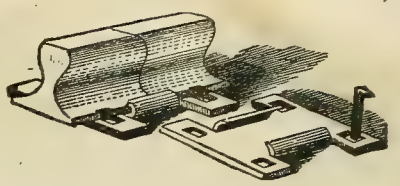
PLAIN AND FANCY JOB TYPE.

Our new Scotch Face Type will be found well adapted for book and newspaper work.

The Washington Press, with our new Inking apparatus, as now made by us, will be found the most complete machine for printers ever made. Machine, and Hand Job Presses, Embossing Presses, and Card Printing Machines of several kinds, etc. etc.

Printers, by giving a description of the kind of work to be done, can be furnished with estimate of cost; and those wishing to make purchases at this establishment can have a specimen book sent them, by giving directions how it shall be sent. When sent by mail, postage-stamps to the amount of 62½ cents should be sent by letter or otherwise. If not pre-paid, the postage will be double that amount †mr3

RAILROAD SPIKES,



WROUGHT IRON

Chairs and Fastenings.

THE subscriber continues to manufacture with increased facilities, **Hook and Flat Head Railroad Spikes, and Wrought Iron Chairs of any pattern,** either punched or plain. The best quality of Iron is used, and the articles are guaranteed to give satisfaction in every respect. We are prepared to fill orders for any quantity with despatch, and at the lowest market prices.

Also, Boat Spikes, Bolts, and Boiler Rivets, superior quality.

All communications addressed to us will meet with prompt attention.

SMITH & TYSON,
No. 25 South Charles Street, Baltimore.

Railroad Car Findings.

BRIDGES & BROTHER,
64 Courtlandt Street, New York.

Wheels & Axles, Jaws, Boxes, and Castings Fitted

Wrought Nuts, Bolts, & Washers,

Engine and Car Screw Bolts, all sizes; Coach Lag and Telegraph Screws,

LOCOMOTIVE ENGINE LANTERNS,

From the best Manufacturers, and at their prices. Car Hand, and Signal Lanterns.

Cotton Duck for Car Covering,

Of any required width to 124 inches.

ENAMELLED HEAD LININGS,
Plush and Curled Hair.

Hand Cars and Baggage Barrows. Passenger, Freight-Car, and Switch Locks, Door Knobs and Butts. Brass and Iron Wood Screws. Brass and Silver Plated Trimmings for Windows and Seats. Varnish, Coach Japan, and Glue; Paints, Varnish and Glue Brushes.

Silver Plated and White Metal Letters. Engine and Signal Bells, anti-friction or Babbitt Metal.

Portable Forges and Jack Screws.

Hemp Packing,, American, Russia, and Italian. Conductors' Badges and Baggage Checks. Iron, Bronzed and Brass Hat Hooks. Ventilators and White Metal Rings. And all other Articles pertaining to Cars.

ALBERT BRIDGES,
Late Davenport & Bridges, Car Manufacturers,
Cambridgeport, Mass.
ALFRED BRIDGES,
Late Davenport, Bridges & Co., Fitchburg, Mass.
†oc6

Cincinnati Railroad Chair Works.



HAVING in use two of the best machines now used for manufacturing Wrought Iron Railroad Chairs, we are prepared to fill orders on short notice.

Our work is warranted in every particular, and Chairs made to any pattern, and of any size and weight required.

Samples may be seen at the office of the Company, 128 Vine Street, directly opposite the Burnet House. W. H. CLARK & Co.

May 12-tf.

FORGINGS.

AXLES, Shafting, and other Forgings, from the Gleadon Forges, for sale by
†mr 17 GEO. GARDNER & CO., Boston, Mas

United States Life Insurance

ANNUITY AND TRUST COMPANY,

S. E. Corner Third and Chestnut Streets.

PHILADELPHIA.

THIS is quite the only Company in the city, state, or United States, that proposes to pay its dividends in cash to its members. This Company do not deal in scrip dividends, payable when convenient, but makes every cent of profits available to its members, if preferred, in cash on demand. Capital and premiums liable for loss is over **$250,000**, and constantly increasing.

Premium payments can be made with reference to the convenience of the parties opening policies with the Company.

Policies will be issued for the benefit of married women and children, free from the claims of the representatives of husbands or creditors.

Policies may be assigned without the knowledge of the Company.

No policy shall be vitiated through error merely, unless there existed at the time a fraudulent intention.

The original amount of policies will be reduced at any time, to suit the pleasure of insured parties.

Policies of two or more years' standing will be purchased upon surrender.

Policies, with the profits, forfeited by non-payment of premiums, may be renewed at any time by the payment of arrears, with interest, provided the health of the party at the time is unimpaired.

The liberality of the traveling license is peculiar to this Company, permission being granted to cross the Atlantic at any season of the year, in first-class steamers or sailing packets, free of extra charge.

The object aimed at by this Institution is stability and perpetuity. The rates of premium have been carefully prepared with reference to fluctuations. The first object of the plan presented is to make certain provision to meet the first motive to insure, and which consideration should be paramount to all others, viz., the prompt payment of losses as they occur; after which, to make such additions of profits to the policy as the progressive gains of the Company will justify, or pay such gains to its members in CASH, on demand.

The plan of operation adopted by this Company is one peculiar to itself; no notes are received for premiums. All its operations being based upon cash, its dividends are made available in like manner, or appropriated to the reduction of premiums, at the option of policy-holders. The system is simple, and easily understood by all, an important fact, (see prospectuses;) and for the accommodation of the Company's correspondents, and the numerous persons changing from others to this Institution, the directors, for the convenience of the public throughout the state, have established the following Branch Offices, where all necessary information, prospectuses, annual reports, policies, etc., may be obtained, viz.:

HOME OFFICE, S. E. corner Third and Chestnut Sts, Philadelphia.
Branch Office, No. 5 Nassau St., New York.
Branch Office, No. 18 Congress St., Boston, Massachusetts.
Branch Office, No. 59 Second St., Baltimore, Maryland.
Branch Office, No. 48 Camp St., New Orleans, Louisiana.
Branch Office, Pittsburgh, and Alleghany City.
Branch Office, No. 30 West Third St., Cincinnati, Ohio.
Branch Office, Wheeling, Va.

Directors.

STEPHEN R. CRAWFORD, AMBROSE W. THOMPSON,
JACOB L. FLORANCE, WM. M. GODWIN,
LAWRENCE JOHNSON, GEORGE M'HENRY,
BENJAMIN W. TINGLEY, PAUL B. GODDARD,
AMES DEVEREUX, OCTAVUS A. NORRIS.

STEPHEN R. CRAWFORD, Pres't.
AMBROSE W. THOMPSON, Vice Pres't.
CHARLES G. IMLAY, Sec'y and Treas'r.
PLINY FISK, Actuary.

Medical Examiners.

PAUL B. GODDARD, M. D., ALEX. C. HART, M. D.
WILLIAM PEPPER, M. D.

NOTE.—This Company desire to induce business only upon the expectation that policies will be paid when due, after which to return such dividends in cash as the progressive gains of the Com pany will justify. The value of each risk is computed annually by the Actuary of the Company.

†mr3

MUSKINGUM WORKS,

ZANESVILLE, OHIO.

DOUGLASS, SMITH & CO.

WOULD respectfully call the attention of Railroad Companies to their establishment at Zanesville.

They are prepared to execute orders, on short notice, for

Passenger Cars of the most superior description, Second Class Passenger, Mail Express, and Baggage Cars; Freight, Cattle, four or eight wheeled Gravel Cars.

We manufacture a superior

CAR WHEEL,

Over 2500 of which are now running on the Central Ohio Railroad, and many of these have been in use on the road over two years, having in that time only three to crack, and two to be renewed in consequence of the wearing of the Chill. We have also commenced the manufacture of the celebrated

WASHBURN WHEEL,

And are prepared to furnish this wheel, with or without axles. Also, castings for Cars fitted to order at the shortest notice.

BOLLMAN'S PATENT IRON & WOOD BRIDGE.

We are also agents and builders of the above celebrated Bridge. Are now placing upon the piers an iron bridge on this plan over the Muskingum river at Zanesville. We are ready to contract with companies for the construction of this Bridge All orders addressed

DOUGLASS, SMITH & CO.,
au4tf Muskingum Works, Zanesville, O.

COLUMBUS PIQUA, AND INDIANA RAILROAD.

New route from Columbus, West and from Urbana, East.

On and after Monday September 19, 1853, two trains per day, (Sunday excepted) each way, will run on this Road, between COLUMBUS and URBANA. Will leave Columbus at 4.50 a.m., and 3.30 p.m.—arriving at Urbana at 8.12 a.m., and 6.14 p.m. Returning—will leave Urbana, for Columbus, at 9.15 a.m., and 3.00 p.m.—arriving at 12.05 and 6.55 p.m.

The 4.50 a.m. train, from Columbus, will connect with the night Express train from Cleveland and arrive at Urbana in time for the morning train north for Sandusky and intermediate points. Persons arriving by the morning Cleveland and Zanesville trains can have a few hours at Columbus and leave by the 3.30 p.m. train—arriving at Urbana in time to get supper and take the 5.35 p.m. train for Dayton and Cincinnati.

The 9.15 a.m. train from Urbana connects with the morning train from Cincinnati and Dayton that arrives at Urbana 8.40 a.m.—arriving at Columbus at 12.05 p.m in time for the 1 p.m. train for Cleveland, connecting with the Buffalo and Dunkirk boats. The 3.00 p.m. train will leave Urbana on the arrival of the Sandusky train—reaching Urbana at 2.45 p.m.—and arrive in Columbus in time for the various night trains.

A line of Omnibuses will connect with the trains at Urbana for the conveyence of passengers to and from Piqua and Greenville over a good Macadamized road.

A. G CONOVER, Sup't

Piqua, Sept. 13, 1853. s29-tf.

Locomotive Tires and Car Axles.

THE undersigned is prepared to supply Railroad Companies and Builders with Tires and Axles of superior quality and finish, made from faggoted charcoal Iron, formed and finished entirely under the hammer. For the character of the manufacture he refers to builders and companies who have used them in the West.

A. S. WINSLOW,
†mr24 9 and 11 West Second St., Cincinnati

Cincinnati, Wilmington and Zanesville Railroad,

OPEN to Washington, two daily trains (Sundays excepted;) on and after THURSDAY, Nov. 24th, 1853, until further notice, trains will run as follows:

Leave Cincinnati from the depot of the Little Miami Railroad at 7.45 A. M. and 3.10 P. M. arriving at Washington at 12.50, and 8.05 P. M.

Returning, leave Washington at 6.30 A. M. and 2.15 P. M. arriving at Cincinnati at 11.20 A. M. and 7.45 P. M.

Trains will stop for passengers as follows, at Rattlesnake, Sabina, Cross Road, Wilmington, Sligo, Clarksville and Morrow, and on the Little Miami Road; at Deerfield, Butterworth's, water tation, Loveland's Miamiville, Milford and Plainville, and on proper notice by flag or to Conductor, at Branch Hill, and Linwood, (at turnpike.)

The downward trains from Washington connect at Morrow with the trains on the Little Miami Road for Columbus.

Lines of Omnibuses will run between Washington. Circleville and Lancaster, connecting with the morniug train from, and the eveniug train to Cincinnati.

Fare from Cincinnati to Washington, $2,25
" " " " Circleville, 3,25

For other information, and tickets, apply at Ticket Office, corner of Broadway and Front Streets, and at the Little Miami Depot, or to the Station Agents at Washington and Wilmington.

E. W. WOODWARD,
Engineer and Superintendent.

☞ The Omnibus Line will call for and deliver passengers to and from the trains in any part of the city. H. B. RUGGLES, Cond'r.

☞ The Company will not be responsible for baggage exceeding $50 in value, unless the same be returned to the conductor or agent, and freight paid at the rate of a passage for every $500 in value above that amount. dec8-tf.

Covington and Lexington Railroad Open to Falmouth.

ON and after Monday, the 7th of Nov., and until further notice, Cars will leave Covington daily (except Sundays) at 7 o'clock. A. M., for Falmouth,—stopping at DeCoursey, Culbertson, Grant's Bend, New Philadelphia, Canton, Benton, Morning Side, Demossville, Butler and Irving.

Returning, will leave Falmouth at 1 P. M., stopping at all of the above stations.

☞ For freight and passage apply to C. CARPENTER, Freight Agent, Covington Depot.

R. M. SHOEMAKER Superintendent.

Office Cov. and Lex. R. R. Co., Nov. 5th.

d c22

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Cincinnati, Dayton and Sandusky Route.

TO New York via Lake Steamers, by Sandusky, in 36 hours. To Boston in 41 hours. To Chicago in 21½ hours, via Cincinnati, Hamilton and Dayton Railway.

Five Daily Trains.

First Train—Indianapolis Express.....at 5.30o'clk,A.M.
Second Train—Lightning Express, ...8.20 " A. M.
Third Train—Accommodation,.....2 " P. M.
Fourth Train—Eaton and Richmond.....3.30 " P. M.
Fifth Train—Evening Express,.....5 " P. M.

New York, Boston, and Montreal.

First Train—Indianapolis Express—leaves Cincinnati at 5 A. M.; for Indianapolis and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock, A. M., connecting at Sandusky with the new and magnificent low pressure Steamers Mississippi, Captain Hazard, St. Lawrence, Captain Hollister; connecting at Buffalo with the 6 A. M. trains Buffalo and Albany, and New York City, and 9 A. M. Trains Niagara Falls Railroad, for New York, Boston, Niagara Falls, Ogdensburgh, Montreal, &c.

Toledo and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Clyde with Railroad to Toledo, connecting at Toledo with Evening Express Train Michigan Southern Railroad to Chicago, direct.

Detroit and Chicago.

Second Train—Lightning Express—leaves Cincinnati at 8.20 o'clock A. M., connecting at Sandusky with the low pressure Steamer Bay City, Captain Atwood, connecting at Detroit with Morning Express Train Michigan Central Railroad to Chicago. From Cincinnati direct.

Indianapolis, Terre Haute and Lafayette.

First Train—At 5 A. M., leaves Cincinnati for Indianapolis, Terre Haute, Lafayette and Chicago same day.

Eaton, Richmond, and Centerville.

First Train—Indianapolis Express—at 5 A. M., connects at Hamilton to Eaton and Richmond.

Fourth Train—3 P. M. Through to Eaton and Richmond without change of cars. Connecting at Richmond with Western Railroad to Centerville.

Troy, Piqua, &c.

Second Train—Lightning Express—at 8.20 o'clock, A. M., and Third Train—Accommodation—at 2 P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus and Canal Packets to Piqua, St. Mary's, and all points on Miami and Wabash Canals.

Fifth Train — Evening Express—at 5.00 o'clock P. M., connecting at Dayton with Railroad to Troy, connecting with Doyle's Omnibus Lines to Piqua.

Oxford and Connersville.

Second Train—Lightning Express at 8.20 o'clock A. M., and Third Train—Accommodation Express—at 5 P. M. Passengers by these Trains take Western Stage Company's Lines at Hamilton, for Oxford, Connersville, &c.

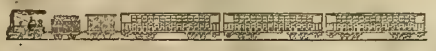
Fifth Train — Evening Express at 5.00 P. M. Passengers by this Train take the Western Stage Company's Lines at Hamilton to Oxford.

FARE.

From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad by either route			$15 00
From Cincinnati to New York via Lake steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York			14 00
From Cincinnati to Boston via Lake steamers to Buffalo, and New York city and New York and Erie Railroad			19 00
From Cincinnati to Boston, via Lake steamers to Buffalo, Albany and Western Railroads			18 00
An additional charge of 50c. via Niagara Falls and above routes.			
From Cincinnati to Montreal via Lake steamers			17 00
From Cincinnati to Boston via Lake steamers and Ogdensburg			17 00
From Cincinnati to New York via Lake steamers and Ogdensburg			15 75
From Cincinnati to Buffalo via Lake steamers			8 00
Do	do	Detroit	6 75
Do	do	Chicago via Detroit	11 50
Do	do	Toledo	5 75
Do	do	Chicago via Toledo	11 50
Do	do	Chicago via Indianapolis	9 00
Do	do	Sandusky	5 00
Do	do	Clyde	—
Do	do	Terre Haute	5 50
Do	do	Lafayette	5 50
Do	do	Indianapolis	3 00
Do	do	Greenville	2 50
Do	do	Troy	2 50
Do	do	Dayton	1 50
Do	do	Richmond	1 60
Do	do	Eaton	1 25
Do	do	Hamilton	60
Do	do	Springfield	2 00

For all information and through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
au25 P. W. STRADER, Gen'l Agent

Railroad Line.



CINCIN'I, COLUMBUS & CLEVELAND ROUTE.

To New York, via Railway, in	30	hours.
To N. Y., by Lake Steamers via Cleveland	39	"
To Pittsburgh in	14	"
To Boston in	34½	"
To Philadelphia in	38	"
To Baltimore in	38	"
To Wheeling in	18	"

VIA LITTLE MIAMI RAILWAY.

FOUR DAILY TRAINS.

First Train—Lightning Express—at ...6 o'clock, A. M.
Second Train—Accommodation Ex....7.45 " "
Third Train—Hillsborough Train.....3.10 " P. M
Fourth Train—Even'g Accommoda...5 " "

The roads of this route are laid throughout with heavy T rail.

New York, Boston, and Montreal.

First Train—Lightning Express leaves Cincinnati at 6 o'clock A. M., connecting at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo; connecting at Dunkirk with New York and Erie Railroad, and at Buffalo with Buffalo and Albany Railroad to New York and Boston.

Second Train—Accommodation Express, at 7.45 o'clock, A. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad, at Buffalo with Buffalo and Albany and New York City Railroads, and at Buffalo with Niagara Falls Railroad, to New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

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Connects at Cleveland with the new and magnificent low pressure steamers QUEEN OF THE WEST, Capt. McBride; CRESCENT CITY, Capt. Pease; connecting at Buffalo with the Buffalo and Albany, New York City, and Niagara Falls Railroads, for New York, Boston, Niagara Falls, Ogdensburg, Montreal, etc.

Fourth Train—Evening Express, at 5 o'clock P. M., connects at Cleveland with Lake Shore Railroad to Dunkirk and Buffalo, connecting at Dunkirk with New York and Erie Railroad; connecting at Buffalo with New York City, Buffalo and Albany, and Niagara Falls Railroads, to New York, Boston, and Niagara Falls.

Pittsburgh, Philadelphia, and Baltimore.

First Train—Lightning Express, leaves Cincinnati at 6 o'clock A. M., connecting at Crestline with Ohio and Pennsylvania Railroad to Pittsburgh, connecting with Pennsylvania Railroad to Philadelphia and Baltimore.

Through from Cincinnati to Philadelphia and Baltimore direct.

Zanesville, Wheeling, Baltimore, &c.

First Train—Lightning Express, at 6 o'clock A. M., and second Train, Accommodation Express, at 7.45 o'clock A. M., connect at Columbus with Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Lines, via National road, to Wheeling, connecting with Baltimore and Ohio Railroad to Baltimore, Philadelphia, Washington, etc.

Fourth Train.—Evening Express, at 5 o'clock P. M. Passengers by this Train sleep at Columbus and resume by Morning Train, via Central Ohio Railroad to Zanesville, connecting with Ohio Stage Co.'s Line to Wheeling.

Hillsborough.

Third Train—Leaves Cincinnati at 3 P. M., connecting at Hillsborough with Ohio Stage Co.'s Lines to Chillicothe, Piketon, etc.

FARE.

From Cincinnati to New York via Railroad, either route	$16 00
From Cincinnati to New York via Railroad to Albany, and Hudson river steamer	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, and Railroad to New York	15 00
From Cincinnati to New York via Lake Steamers to Buffalo, Railroad to Albany, and Hudson river steamer to New York	14 00
From Cincinnati to Boston via Lake Shore, New York and Erie, and New York City Roads	20 00
From Cincinnati to Boston via Lake Steamers and New York City and Erie Roads	19 00
From Cincinnati to Boston via Lake Shore, Buffalo, Albany, and Western Roads	19 00
From Cincinnati to Boston via Lake Steamer, Buffalo, Albany, and Western Roads	18 00
An additional charge of fifty cents via Niagara Falls and above routes.	
From Cincinnati to Montreal via Lake Shore Road,	18 00
From Cincinnati to Montreal via Lake steamer	17 00
From Cincinnati to Boston via Lake Shore Road and Ogdensburg	18 00
From Cincinnati to Boston via Lake Steamer and Ogdensburg	17 00
From Cincinnati to New York via Lake Shore Road and Ogdensburg	16 75
From Cincinnati to New York via Lake Steamer and Ogdensburgh	15 75
From Cincinnati to Buffalo via Lake Shore Road.	9 00
From Cincinnati to Buffalo via Lake Steamer	8 00
From Cincinnati to Philadelphia or Baltimore via Crestline and Pittsburgh	15 00
From Cincinnati to Philadelphia or Baltimore via Cleveland and Pittsburgh	15 50
From Cincinnati to Pittsburgh via Crestline	7 75
From Cincinnati to Pittsburgh via Cleveland	9 00
From Cincinnati to Baltimore via Wheeling	14 65
From Cincinnati to Washington via Wheeling	15 95
From Cincinnati to Philadelphia via Wheeling	15 95
From Cincinnati to Wheeling	7 15
From Cincinnati to Cleveland	6 00
From Cincinnati to Zanesville	4 80
From Cincinnati to Columbus	3 00
From Cincinnati to Springfield	2 00

☞ For all information and Through Tickets, please apply at office, southeast corner of Broadway and Front sts., Cincinnati. W. A. LATHAM, Ticket Agent.
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THE

Railroad Record,

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